Library
of
The University of
British Columbia

The F. W. Howay and R. L. Reid
Collection of Canadiana
The University of British Columbia

Meteorological Station,
ESQUIMALT, B. C.
REFERENCE LIBRARY.
Pam No. 182

·ESTABLISHED·1873·

·THE· WEST SHORE

·JUNE 1889·

·AN·ILLUSTRATED·WESTERN·MAGAZINE·

·CONTENTS·

	Page.
The Province of British Columbia	5
Victoria, the Capital of British Columbia	9
Nanaimo, the Center of the Coal Industry	23
New Westminster, the Metropolis of Fraser River	25
Vancouver, the Terminus of the Canadian Pacific	31
Kamloops, the Metropolis of the Interior	41
The Town of Ashcroft	42

ILLUSTRATIONS.

Victoria, B. C.—General View	1
Business Blocks	7
Law Courts,	
St. Ann's Convent,	
Provincial Royal Jubilee Hospital	8
Residences,	
Government Street	11
Victoria, B. C.—The Arm,	
In Beacon Hill Park,	
Music Stand in Beacon Hill Park,	
Niagara Canyon Falls,	
Government Buildings	12, 13
Water Front	14
Dunsmuir Castle	16
Esquimalt, B. C.—War Vessels in Harbor	14
Kamloops, B. C.—Residences,	
Masonic Temple	19
Provincial Law Courts,	
Victoria Street, looking west	20
New Westminster, B. C.—Business Blocks	21
Res. of Mayor Jno. Hendry	22
Vancouver, B. C.—Business Blocks	27, 30, 35, 37, 38
The Harbor	28, 29
Residences	35, 36
Nanaimo, B. C.—Business Blocks	43, 44
General View	44

·PRICE·25·CENTS·$2.50·A YEAR·

L·SAMUEL·PUBLISHER·PORTLAND·OREGON·

Nos. 171, 173, 175 SECOND STREET, COR. YAMHILL.

Entered at the Post Office in Portland, Oregon, as Second Class Matter.

HR
F5804.3
W48

ST. ANDREW'S, VICTORIA, B. C.

DO YOU WANT TO KNOW

ALL ABOUT

Oregon,
Washington,
Idaho,

Montana,
British Columbia
Alaska ?

IF SO SUBSCRIBE FOR

THE WEST SHORE MAGAZINE,

HANDSOMELY ILLUSTRATED.

Single Copies, 25 Cents. **ELEGANT ART SUPPLEMENT WITH EACH NUMBER.** Subscription, $3.00.

L. SAMUEL, Publisher, - - Portland, Oregon, U. S. A.

THE WEST SHORE.

FIFTEENTH YEAR. JUNE, 1889. NUMBER 6.

THE PROVINCE OF BRITISH COLUMBIA.

BRITISH Columbia is one of the provinces of the Dominion of Canada, and is destined to occupy the same position with reference to her sister provinces on the Atlantic slope that Oregon, Washington and California will to the states east of the Rocky mountains. Its great area, mild and equable climate, and vast wealth of natural resources, more varied and more valuable than those of any other portion of the dominion, will in future years render it the richest and most populous of all the provinces embraced in the confederation. These things being true—and there is no disputing the evidences which point to them by one who has given the question even a superficial examination—what an invitation she extends to young men to employ their capital, brain and physical energy in building up the great empire which must surely be developed on this western coast! A generation hence, the youth of the land will not have this grand opportunity now offered their fathers, to begin life for themselves in a new country teeming with the natural wealth that has lain dormant since the foundation of the world. Through years of toil and privation the pioneers of this region have prepared the way, and the man who now comes to the western slope will find ample scope for his best conceptions and his greatest efforts.

The province embraces all that portion of North America lying north of the United States and west of the Rocky mountains, except the Alaskan peninsula and the small strip of Alaska lying along the coast as far south as latitude fifty-four degrees and forty minutes, an empire seven hundred miles long and five hundred wide, containing about three hundred and forty-one thousand square miles of territory. It consists of two distinct divisions, the coast region and the interior, each having characteristics peculiar to itself. The former comprises the fringe of small islands lying along the coast, embracing a large area in the aggregate, and that portion of the main land west of the Coast mountains. In this region the rainfall is large and the climate is mild, equable and inexpressibly lovely. The great Japan current, which so modifies the temperature even on the far northern shores of Alaska, here exerts its benign influence to its fullest, and the result is a climate where the mercury seldom falls below the freezing point in winter or rises above ninety degrees in summer, while the warm and gentle rains promote the growth of vegetation. In the interior the influence of this ocean river is not so great, and the winter climate is somewhat more rigorous, but even there the temperature does not get so low, nor does the winter season last so long, as in the eastern provinces of the dominion. The snowfall there is not so great as on the Atlantic slope and the spring opens much earlier. In fact, cattle graze on the open ranges all winter, subsisting on the dried bunch grass, which is as nutritious as the best cured hay.

The coast region, owing to its greater humidity, is densely covered with timber of giant proportions, chief of which are the Douglas fir and red cedar. Here is a mine of natural wealth that will not be exhausted for a great many years. Lumbering enterprises are carried on quite extensively, and have been for many years, but the greater development of this business is one of the brightest outlooks of the future. Heretofore the market has been chiefly a foreign one, but the development of the province is steadily increasing the importance of the home market. Certainly British Columbia offers unrivaled inducements to the lumber manufacturer. The interior, from the Coast mountains to the Gold mountains, contains but little timber, but on the Gold, Selkirk and Rocky mountains there are great ranges of splendid forests, which, owing to the unsettled condition of the region, are still practically untouched, though a few mills have been nibbling at them for several years.

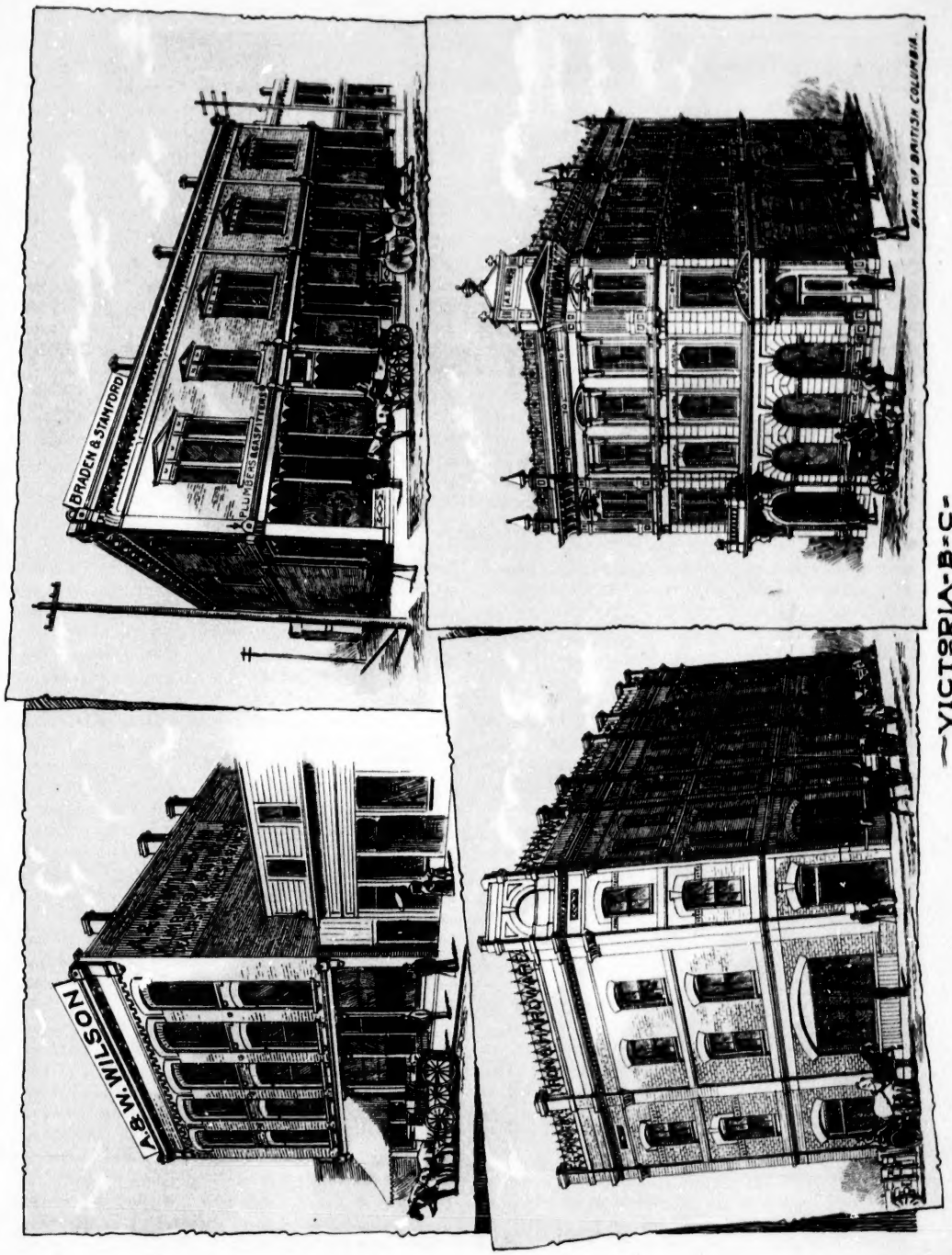
The agricultural interests of the province are destined to become very extensive, though they are but slightly developed, except in a very limited area. In certain districts on Vancouver island, along Fraser river from its mouth some distance into the interior, and in Nicola, Spallumsheen, Okanogan and a few other valleys in the interior, much progress has been made, and many as fine ranches as one would care to see can be found in any of those localities. There are, however, vast areas of most excellent agricultural land, where the sod has never been turned by the plow, which will, in the not distant future, support large farming communities and send out their products to the markets of the world. There are also many choice locations to be had in the districts where agriculture is already considerably advanced. As in the better known region to the south of the international line, there is much fertile land which requires irrigation to render it productive, but which is very fruitful when touched by the magic hand of water. There is also much land which is so situated that the natural rainfall is sufficient to bring to perfection most marvelous crops of cereals. The slow development of the agricultural industry has not been caused by any lack of arable land, but more because of the absence of adequate facilities for reaching market with the products of the farm. By the construction of the Canadian Pacific this drawback has been partially removed, and agriculture has largely increased in the arable districts immediately tributary to that line. Both the provincial and dominion governments are pursuing a most liberal policy in the encouragement of railroad construction, and aid all enterprises of a legitimate character with grants of land and special privileges, seeking to provide the province with transportation lines as speedily as possible. Several important enterprises of this nature are on foot, and some of them are in actual course of construction. In a very short time railroads will penetrate most of the leading agricultural districts and open the way to market for their products. The land laws are very liberal and are framed for the encouragement of home seekers.

In its mineral deposits British Columbia finds one of its chief sources of wealth, and though mining is not, nor ever has been, carried on there on the extensive scale in which it is pursued in the country across the international line, the mineral product has been very large for the past thirty years. Placer mining has been the form this industry has assumed in the main, though considerable work has been done on quartz ledges in various localities, and always with the most encouraging results. It is well known that the rich ledges of gold, silver and copper ore that are now being worked in such numbers and producing millions of dollars of bullion in California, Nevada, Idaho, Oregon, Washington and Montana, have their counterparts in the region to the north. It can not be supposed that nature was guided in her geological formations by any political boundary lines. That she was not, the rich ledges now being developed in the Similkameen, Kootenay, Columbia river, Nicola, Cariboo and other districts are ample evidence. All that is needed is the introduction of capital for the development of mines as rich and numerous as are to be found on any other portion of the Pacific slope. One reason why capital has been slow to interest itself in these mines is the same that has interfered with the progress of the country generally—the lack of railroads by which necessary machinery and supplies could be taken into the mining regions and ores brought out. As has been shown, this obstacle is now being rapidly removed. All the indications point to British Columbia as the scene of great mining developments during the next decade.

Another great source of wealth is the fisheries. At present the salmon industry receives the most attention, but deep sea fishing is beginning to take its place among the industries of the province. All the streams of the coast and larger islands swarm with salmon from early in the spring till late in the fall, and on many of them large canneries are in operation. Fraser and Skeena rivers are the scene of the greatest industry, and on those streams was packed the bulk of the one hundred and fifty thousand cases put up in the province last year. The waters of the ocean adjacent to the coast swarm with halibut, cod, and a fish unknown in Atlantic waters which bears the name of black cod, and which is far superior to the true cod as a market fish. It will soon become known in all the markets of the continent, as preparations are being made to catch and cure large quantities for market this season. The experimental efforts made last season by several skillful fishermen, and the most careful investigations of the United States vessel, the *Albatross*, have determined the fact that the coast waters from Puget sound to Alaska are superior as fishing grounds to the famous ones of the Atlantic slope, over which the governments of Canada and the United States are having so much controversy. The winters are mild and ice does not float across the fishing grounds as off the coast of Newfoundland, the storms are less frequent and less severe and the seasons are longer. These advantages, taken in connection with the fact that the fishing grounds are nearer ports for shipment, would seem to indicate that the deep sea fishing industry on the Pacific coast of Canada will in a few years far exceed in magnitude that of the Atlantic, where so much trouble now exists.

nia, Nevada,
a, have their
It can not
er geological
lines. That
developed in
river, Nicola,
idence. All
pital for the
ous as are to
Pacific slope.
to interest
as interfered
lly—the lack
ery and sup-
ions and ores
s obstacle is
cations point
t mining de-

he fisheries.
the most at-
ng to take its
ace. All the
swarm with
te in the fall,
are in opera-
scene of the
was packed
ousand cases
waters of the
halibut, cod,
which bears
r superior to
soon become
, as prepara-
arge quanti-
ental efforts
hermen, and
nited States
he fact that
aska are su-
ones of the
ts of Canada
uch contro-
oes not float
ast of New-
and less se-
advantages,
the fishing
uld seem to
on the Pa-
far exceed
e so much



·LAW·COURTS·
·ST·ANNS·CONVENT·
·PROVINCIAL·ROYAL·JUBILEE·HOSPITAL·

·VICTORIA-B·C·

VICTORIA,

— THE —

CAPITAL OF BRITISH COLUMBIA.

PROMINENT among the beautiful cities of the Pacific coast is Victoria, the capital of the province of British Columbia. It is situated in the southeastern part of Vancouver island, about an irregular indentation from the Strait of Juan de Fuca on the south. One arm of the harbor, extending a short distance to the eastward, is known as James bay, and another, the North arm or Portage inlet, reaches inland a distance of several miles in a northwesterly direction, forming the outlet for the Deadman river, and for the Colquitz, which drains a small lake to the north. About these arms of Victoria harbor the city is built on moderately undulating ground, overlooking the broad strait, with the snow-covered Olympic mountains plainly in view on the main land of Washington to the south, and the majestic peaks of the Cascades relieving the landscape to the southeast and east. From Victoria the nearest mainland is about twenty miles distant, south to Port Angeles. The nearest Canadian main land is northeastward about sixty miles by the main routes of travel. Vancouver island extends south some forty miles farther than any other portion of the international boundary west of the great lakes, so Victoria faces American territory on the south and also on the east, but between it and the eastern mainland are innumerable islands, for which that arm of the ocean is noted.

Approaching Victoria from the south, as all travel except from points on the island must, the view presented by the city captivates every visitor. It does not in any sense wear that stereotyped expression which makes so many cities commonplace from the very frequent duplication of styles. It has a beauty that is all its own. It is unique. In the first place, the site is different from those occupied by most of the prominent Pacific coast cities. The town does not boast of rugged precipices or towering hills within its limits. Neither is it by any means a flat. There are moderate eminences in various portions of the city, which have been improved for sites for architectural piles of imposing dimensions. These are prominent features of the city seen from a distance. The streets are not laid off in the stiff regularity of a checker board. The main thoroughfares are clearly defined for long distances, but in all parts of the town are streets of varying widths, joining each other at every conceivable angle. They are roads, walks, lanes, places, streets, etc. All but the main business streets are lined with shade trees, and all are kept in excellent condition. The long lines of wharves and manufacturing establishments along the water front show that the city is not wanting in business activity, additional evidence of which is furnished by the busy thoroughfares of the town. A number of bridges spanning the arms of water extending into or through the city add to its general appearance. The scene in the harbor is enlivened by the shipping, large and small craft of all kinds that ply on the waters of the sound or ocean being found there.

Victoria is preëminently a city to delight the heart of the tourist. Almost the first thing to attract his attention after landing is the large number of good hotels, there being more than a dozen good establishments of this kind, one or two of which have almost a world-wide reputation for the excellence of their accommodations. The various public buildings also come prominently into notice. The provincial capitol is located on the south side of James bay, which is crossed by a bridge on Government street leading directly to the capitol square. The buildings are six in number, accommodating the different departments of the provincial government — treasury, land and works, printing, registry, legislative hall and museum—the largest of which is the treasury building, a two-story brick structure, occupying the most prominent position in that locality. The grounds are tastefully laid out and much attention is given to keeping them in order so they always present a handsome appearance. The new court house is a massive building just completed at a cost of nearly $60,000.00. The city hall, city and provincial jails, public and private school and college buildings, hospitals, a dozen churches, most of which have some special features that make them interesting, and the large number of fine business blocks and private residences contribute much to the attractive appearance of the city. The

large stone residence begun by the late Robert Dunsmuir, and now being completed at a cost of nearly $250,000.00, is the most prominent structure of its class in the city, and it occupies an elevation in the western part that makes it visible from every quarter. A new public hospital is being built in the outskirts of the town at a cost of about $60,000.00. It is located on a tract of nineteen acres of land, on which is a grove of oaks and ornamental trees that is unsurpassed for rustic beauty. A new Presbyterian church, preparations for the construction of which are now in progress, will be an important addition to the architectural features of the city.

The most casual observer in Victoria will notice that the city is not one that has grown up in a decade. It has not been boomed into existence as a property speculation by the methods that have obtained in so many western cities, nor is it a town associated with features of any great antiquity. The Hudson's Bay Company established a trading post at Victoria early in the present century. In 1847 a fort was built there. Five years later the town was platted, and in 1862 it was incorporated. The first vessel arrived from England in 1845. For many years the Hudson's Bay Company practically owned the entire Vancouver island, and whatever industrial operations were engaged in were related in some manner to the company's interests. This condition of affairs prevailed to a considerable extent till about the year 1858, when the Fraser river gold excitement drew throngs of miners to British Columbia. In a few months then Victoria developed into a flourishing city, though but few of the twenty-five or thirty thousand miners who spent the winter in that vicinity remained as permanent residents. Still its real growth began at that time, and it has had a gradual and healthy increase since. The population at the present date numbers about sixteen thousand. The city's mercantile, manufacturing and shipping interests have been developed by the support which it commanded as the central trading point of the province. Until 1868 Victoria was the capital of only Vancouver island, which was a separate colony, still it profited from the trade of the mainland as well as the island. Previous to the year above mentioned, when Vancouver was made a part of British Columbia, New Westminster was the seat of government of the colony on the main land, but when the two became united under the same provincial government Victoria was made the general capital, which it still is. From the first, however, Victoria was the chief trading point of the entire British possessions west of the Rocky mountains, because it was so accessible by water, which was the great highway for all commerce. It has been but a few years now that a practicable overland route has been in operation between Old Canada and the provinces of the west—connecting the two oceans. Until about five years ago the chief route for travel or traffic was by way of San Francisco or Portland, so it was no small advantage that Victoria was situated comparatively near these great commercial centers to the south. It is the oldest city in the province, and also the commercial metropolis and social center. Shipping from all parts of the world enters the harbor, making it an important port of the Pacific seaboard.

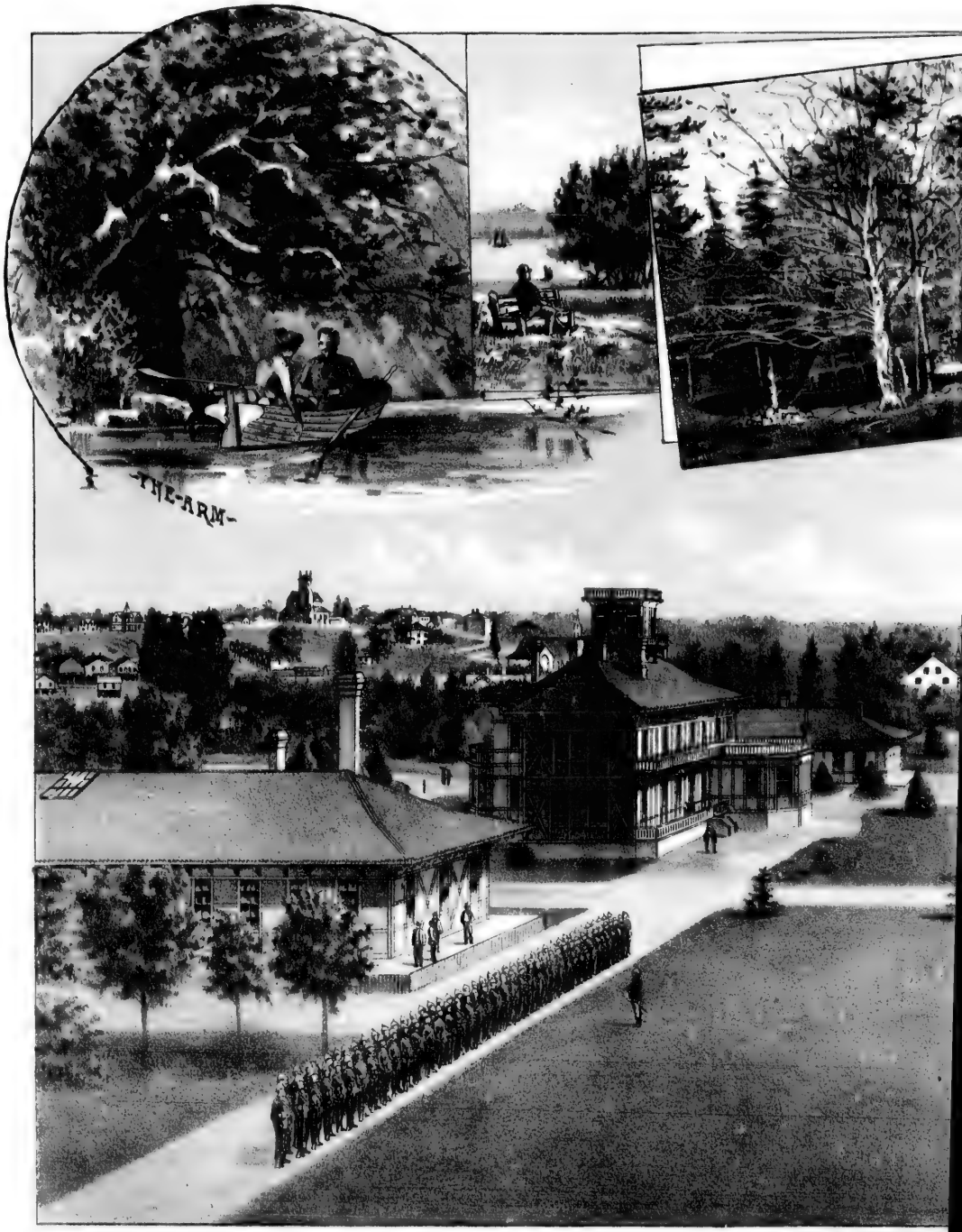
Victoria is increasing in size and importance from the force of its own momentum. The larger it grows the more rapid is its advancement. This is true because it possesses the elements of growth in and about its borders. Though it is in a new country, and near a better developed section, the national trade restrictions prevent competition from abroad, which would retard local industrial progress. The development of the natural wealth of the province is encouraged in every way possible. The government built a great railway for it and has subsidized lines of ocean steamships to ply to countries on the other side of the globe, in addition to the encouragement of home enterprises. These influences are now in full operation, and as a result unusual activity is infused in all lines of business.

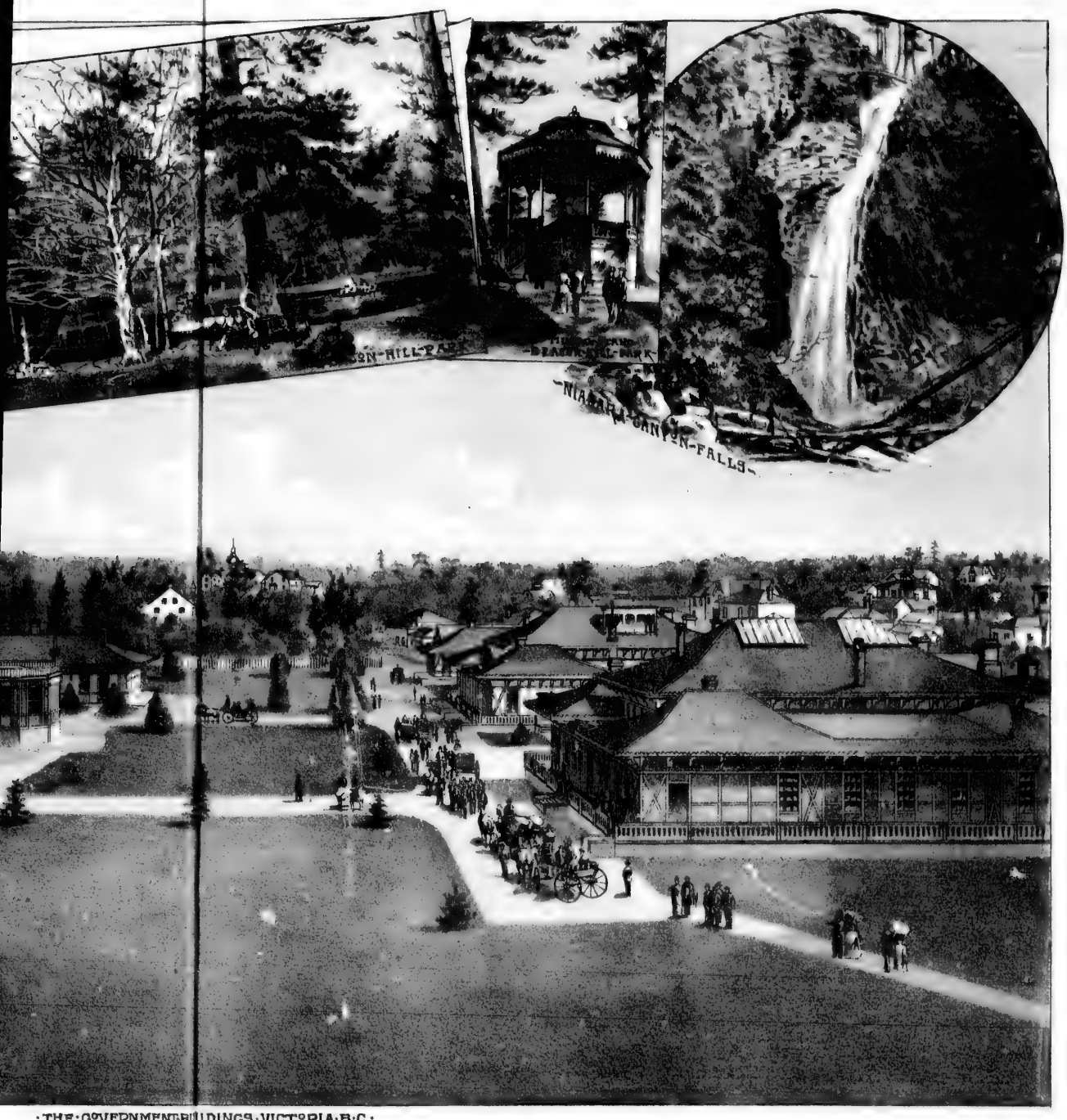
As Victoria is the largest and the wealthiest city in the province, it also does most of the manufacturing. It has the largest iron works on the Pacific coast outside of San Francisco, and several smaller iron foundries and machine shops. Large numbers of stoves are manufactured. Five boot and shoe factories, a large lithographing and printing house, four wagon and carriage factories, two furniture factories, a saw mill, a planing mill, a box factory, wire works, a corset factory, vinegar and pickling establishment, meat packing house, cooperage works, a cigar box factory, half a dozen cigar factories, two book binderies, two soap works, two cracker bakeries and an oat meal mill constitute the other more important manufacturing establishments of the city, and they turn out a large volume of products. Two lumber yards are maintained in the city, and two or three ship yards. On Esquimalt harbor, about three miles from Victoria, there is one of the largest saw mills on the island. Two or three other mills of large sawing capacity are projected, one of which will be erected immediately. The timber for these mills is obtained near the shore to the west, and also to the north, and is rafted and towed by tug boats to the mill. The principal variety utilized is the fir, though considerable quantities of cedar and hemlock are used, and some oak, maple and white pine. There is a good field for the operation of pulp and paper mills, woolen mills and flouring mills.

da and the prov-
o oceans. Until
r travel or traffic
rtland, so it was
as situated com-
al centers to the
rovince, and also
l center. Ship-
ters the harbor,
acific seaboard.
importance from
e larger it grows
This is true be-
wth in and about
ntry, and near a
al trade restric-
ad, which would
e development of
is encouraged
nent built a great
s of ocean steam-
ther side of the
ment of home en-
in full operation,
fused in all lines

he wealthiest city
the manufactur-
s on the Pacific
d several smaller
Large numbers
oot and shoe fac-
nting house, four
rniture factories,
tory, wire works,
ng establishment,
s, a cigar box fac-
o book binderies,
s and an oat meal
tant manufactur-
they turn out a
umber yards are
three ship yards.
miles from Victo-
ills on the island.
wing capacity are
ted immediately.
ed near the shore
and is rafted and
e principal varie-
erable quantities
some oak, maple
ld for the opera-
n mills and flour-

GOVERNMENT-ST VICTORIA-B-C-


-THE-ARM-
·THE·GOVERNMENT·



·THE·GOVERNMENT·BUILDINGS·VICTORIA·B·C·

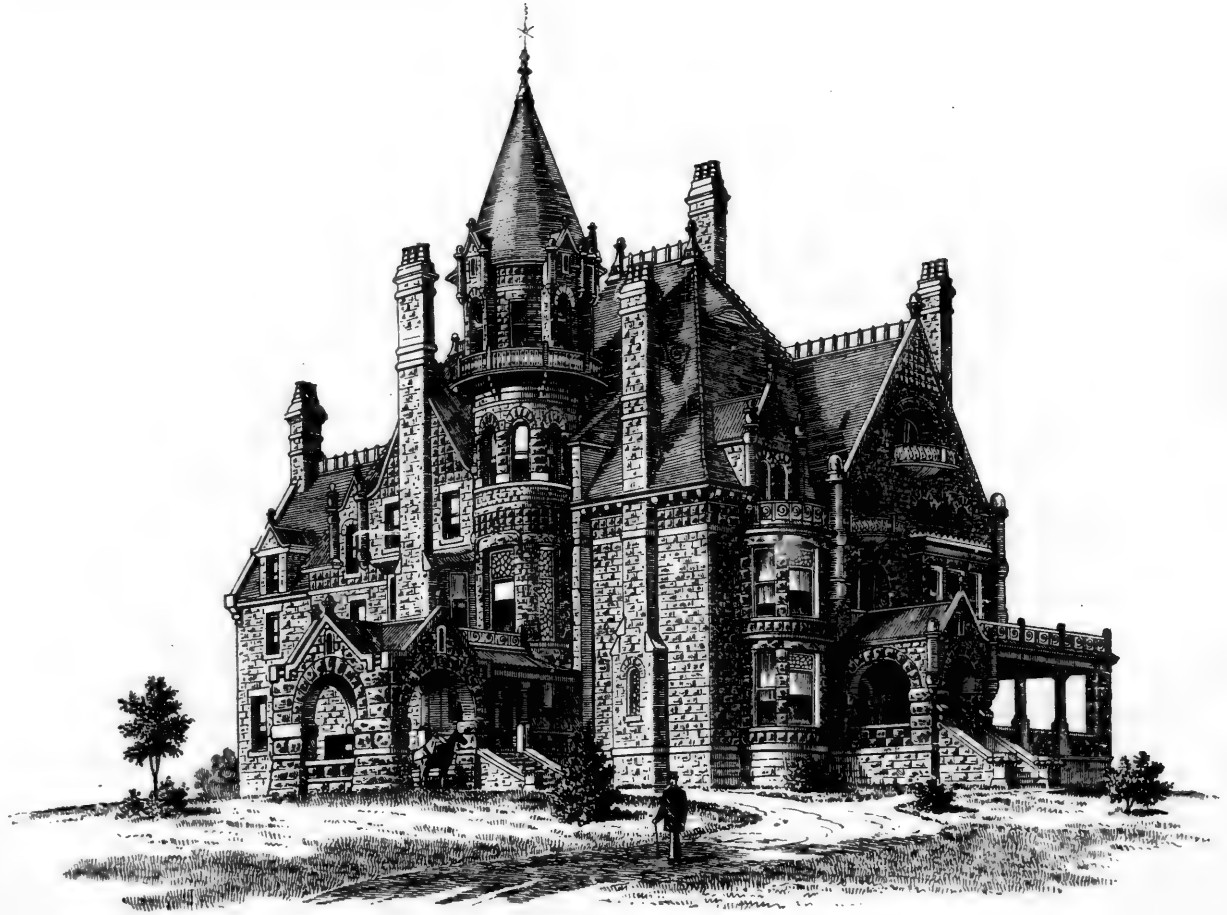
-EMPEROR- -WAR-VESSELS- ESQUIMALT- HARBOR - SWIFTSURE - -AMPHION-

-WATER-FRONT- VICTORIA - B-C-

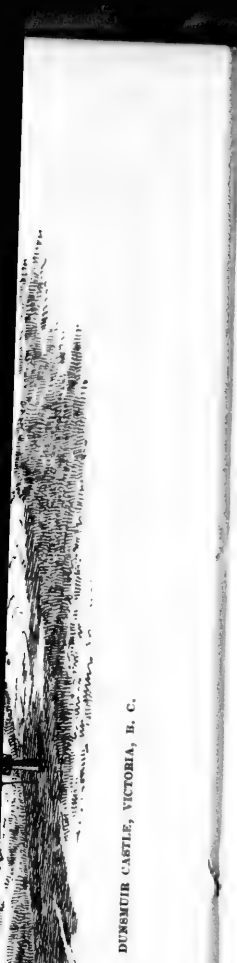
Nothing is more apparent to any one who takes pains to observe the condition of business affairs in Victoria, than the fact that unusual preparations are being made to increase the city's interests in all directions. One of the most prominent enterprises now on foot is an electric street railway, the rate payers having a few weeks ago decided to guarantee the payment of five per cent. interest on bonds to be issued by the street railway company in sufficient amount to put the road in operation. The work of construction will be begun at once, and a considerable portion of the line is expected to be in running order this season, the total length projected being about fifteen miles, on the main thoroughfares leading to points of interest in the suburbs of the city. A short railway to extend northward up the Saanich peninsula is also under serious consideration, with prospects of soon being consummated. Large smelting works for the reduction of iron and copper ores are also in contemplation by capitalists having an interest in the development of the mines of the island and province. Many such institutions as saw mills, sash and door factories, glass factories, rope factories, wood and willow ware, drain and tile works, etc., etc., are in process of construction or in contemplation by men of means. The facilities Victoria has for obtaining raw products and marketing manufactured goods, as well as its capacity for handling and distributing them, must make the city an important manufacturing center. The most promising prospect now lying before the town is in the line of manufacturing, and it is in every way fitted to improve its opportunity; and it is improving it as operations on every hand show.

In addition to the advantages which the city offers as a business center, it commends itself particularly as a desirable place of residence. All the surroundings are such as suit it to be a city of homes. In no respect does it resemble a frontier town. Experienced travelers are surprised and charmed by the delightful influences with which they find themselves surrounded in Victoria. Its distinguishing features are not entirely English, nor are they American. To an Englishman it seems quite like an American city, and to an American quite British. It has the appearance of a prosperous and progressive eastern city in many respects. It has all the conveniences, such as newspapers, banking, telegraph and telephone facilities, churches, schools, fraternal and benevolent organizations of all kinds, libraries, theaters, clubs and innumerable other things that make life pleasant. The town is more than usually well supplied with newspapers, there being three daily journals, each having a weekly edition, and a monthly periodical devoted to the mines and ranges. These are all creditable to the community in which they are published. The society of the city reminds one of that of many eastern towns in its freedom from crude and unpleasant features. The fact that it is becoming a favorite residence place is abundantly shown by the great number of palatial dwellings lining the eligible streets, and the activity manifested in constructing new ones. The climate, too, is an important consideration in this connection. It is always delightfully mild there, no snow to speak of falling in the winter time and the summers being free from drouths and hot periods. The proximity of the ocean and the large arm that separates the island from the main land, together with the prevailing winds, insures an equable temperature; and the moisture is not excessive— a fact worthy of consideration.

The municipal affairs of Victoria are in a healthy condition. The annual income is about $170,000.00, which is sufficient for all current expenditures of the city government. The various departments are efficiently and economically managed, and a liberal policy is pursued with regard to all enterprises that contribute to the welfare of the town. The city water works system furnishes water for public and private uses, and gas and electric companies supply power and illumination. The water supply is obtained from a lake in the hills some distance from the city, and the natural pressure from the elevation of the reservoir is sufficient to carry the water to all but the higher levels, for which steam pressure is applied a portion of the time. The present system cost about $250,000 00, and the annual receipts are nearly $45,000 00. Preparations are now being made to improve the plant to correspond with the rapid growth of the city. The water furnished is of excellent quality. There are sixty-two hydrants for fire protection and ten cisterns from which to draw water for the same purpose. Twenty-five additional hydrants will be erected this year. The fire department consists of twenty-six paid men in four companies, with complete equipment for extinguishing fires, the estimated total value of all property belonging to the department being $35,000.00. It is a well disciplined and efficient organization. The streets of the city are nearly all macadamized and have well-kept sidewalks. Nearly $53,000.00 were expended on them last year, and important improvements in the way of paving the main thoroughfares and opening new ones are contemplated for the near future. One thing that strikes the visitor is the unusually excellent condition of the drives about the city and the roads leading into the country. They are all hard and smooth like the streets of the city. These roads are under the supervision of the government, and not subject to the caprice of local tax payers, or rate payers, as they are termed there. The soil of Vancouver island is such that good roads



DUNSMUIR CASTLE, VICTORIA, B. C.



DUNSMUIR CASTLE, VICTORIA, B. C.

can be maintained at a comparatively small expense, and tourists find special enjoyment in the long drives in the country from Victoria, and the beautiful scenery they afford.

The city is amply provided with educational facilities, both public and private. There are five ward schools, besides the large central high school, and an efficient corps of instructors is employed. The public schools are supported by the government and controlled by a school board elected by popular suffrage. Besides these, there are the ladies' college under the auspices of the Anglican church, and an academic institution, as well as a primary school, maintained by the Roman Catholic denomination. There are Protestant and Roman Catholic orphanages. The city has a public library of about ten thousand volumes, and several of the fraternal and benevolent societies also have libraries of considerable size.

Esquimalt harbor, about three miles to the westward of Victoria, is the site of a British naval station. It is an excellent harbor. One, two or three war vessels are stationed there constantly, and it is general headquarters for Her Majesty's navy in the Pacific. Facilities are provided for doing all sorts of repairing for war ships. There is a dry dock four hundred and fifty feet long and twenty-seven feet deep, with an entrance fifty-five feet wide, which was constructed at a cost of about $900,000.00. The arsenal contains large quantities of stores and ordnance supplies of all descriptions. A royal navy hospital and cemetery is located there. A small town is built up about the dry dock. There are many fine residences along the Esquimalt road and it is a popular drive from Victoria. The Esquimalt district embraces the settlements of Colwood to the west, Goldstream to the northeast, and Aldermere and Highland to the north.

The Victoria district includes an area of twenty-seven square miles, embracing the city of Victoria, the Gorge, Cadboro bay, Gordon head, Mount Tolmie and Cedar hill. In the vicinity of Cedar hill and Cadboro bay there is a good deal of fine farming land, and fruit raising is engaged in quite extensively, the latter being a comparatively new departure for the agriculturists of that section. They are very successful in their operations, however, and are fast developing that branch of industry. Comparatively little attention has been bestowed on cultivating the soil of the island, but interest in that direction is rapidly increasing.

Though located on an island, Victoria does not suffer from the lack of outside communication, as that fact might imply. If it were not so important a place, or if the island were a small one, its location might not be the most advantageous. But all roads of that region, by land or water, lead to Victoria. From that point they radiate in all directions, to the interior as well as to the uttermost parts of the earth. There is one steamship line to China and Japan and another to Australia, both having large government subsidies, which enable them to perform first class service. One of the finest steamers on the Pacific coast is run daily between Victoria and Vancouver to connect with the Canadian Pacific railway, so it is a real terminal point for that great transcontinental route, and the trip between the two cities, through the numberless beautiful little islands of the Gulf of Georgia, is one of the most picturesque imaginable. Daily boats ply to all important Puget sound ports, both in American and Canadian territory, and to points northward on the island and on the main land. San Francisco and Alaska steamers also stop there on their regular trips. Many of the steamers plying to and from Victoria are floating palaces, equipped with every modern convenience, and swift travelers. The only railway having a track into the city is the Esquimalt & Nanaimo road, which was completed only about two years ago, extending up the coast a distance of some seventy miles to the city of Nanaimo, or rather, to Wellington, five miles beyond, where the celebrated Wellington coal is mined. Daily passenger trains are run on this road and the service is first class in every respect. The first twenty-five miles from Victoria the road is built through a rough country, and an elevation of nearly a thousand feet is attained. There are several high trestles and a tunnel on this section, and lake, river, valley and mountain furnish an attractive variety of scenery. A number of prosperous settlements are on the line of this road, and several charming resorts that are much frequented by tourists and sportsmen.

There are a number of features of special scenic beauty in the city of Victoria and its environs. Beacon Hill park occupies an elevation in the eastern part of town and is one of the most interesting of its attractions. The park itself is a rare combination of the beauties of nature and comforts of art, and the outlook from it is most grand. The North arm is a favorite locality for boating and fishing. Goldstream is one of the most noted resorts near the city. This is a mountain stream of considerable size, and its banks are picturesque in the extreme. A hotel has been erected at the most central point and various other accommodations provided for pleasure seekers. About a mile from Goldstream is a recently discovered waterfall that is an object of much interest. It is a branch of the Goldstream, in what is termed Niagara canyon, and the water pours over a rocky precipice more than two hundred feet high. Niagara Canyon falls is the name given this cataract. It is

proposed to clear a suitable trail to this place, so that it may be conveniently visited by all who choose to make the trip. The distance from the city is some thirteen miles. Esquimalt is also one of the prominent resorts of that vicinity, the government works and naval equipments adding to the attractions which the scenery of the harbor affords. Large numbers of people visit the war vessels that lie at anchor in the bay. The Esquimalt harbor is probably the best one on the shores of Vancouver island, it being a perfectly land locked refuge, and naturally accessible for vessels of the deepest draught.

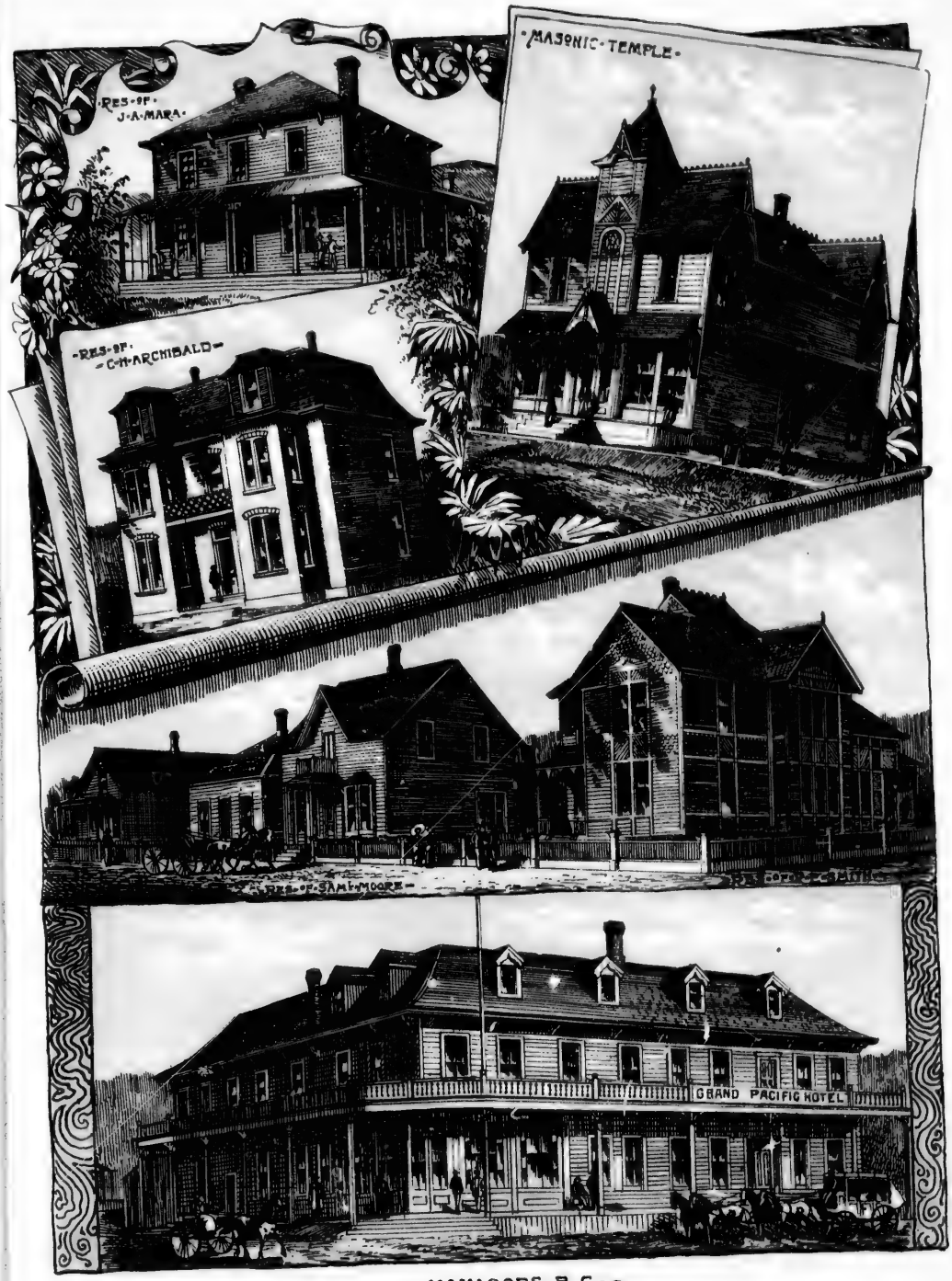
To persons not familiar with the surroundings of Victoria, a question as to what there is to support its growth naturally arises. In the first place there is no popular appreciation of the value and extent of the natural resources of Vancouver island. It is nearly three hundred miles in length northwest and southeast, and has an area of about twelve thousand miles. The coast is indented with a vast number of small, but navigable, inlets; but a large portion of the interior is mountainous, and a considerable area is still unexplored, or, at best, only a general idea of the surface characteristics of the country is obtained. In some parts of the island mountains rise to a height of nine thousand feet above the sea. In the valleys of the streams and near the shores farming can be successfully carried on, and much of the rougher land affords the best of pasturage. No limit is known to the scope for industrial development on the island. All of that territory may properly be considered as tributary to Victoria. Then, from the smaller islands of the adjoining waters and from the main land, much business must flow to the capital city. The fact that it is the capital of the province is an important factor contributing to the importance of Victoria. The government is administered from there, and if no other reason existed, that alone would have a tendency to draw business to the city. The Victoria custom house shows by far the largest business of any port in the province. Last year the arrivals and clearances of marine craft numbered over five hundred and sixty, aggregating more than half a million tons burthen, exclusive of those plying to the various ports within the province. The exports for the year, as shown by the custom house records at Victoria, consisted of gold, coal, fish, furs, hides, lumber and curios, to a total value of $3,475,968.00, and the imports for the same period aggregated $2,922,395 00. The duties collected amounted to $873,952.26. These figures indicate the large volume of business which is transacted at the Victoria custom house.

The British government regards Victoria as an important point. Not alone as a growing city of promising prospects does it attain its full importance. The strategic point which it occupies as a national post of observation, supply and defense entitles it to the consideration it receives from Her Majesty's home government. Not only in the event of hostilities between Great Britain and the United States would fortifications at that point be almost indispensable, but the war vessels of any naval power might do serious harm to British possessions on this coast if they were left unprotected. The naval station the British government maintains at Esquimalt (virtually a part of Victoria) is esteemed of such importance that steps are being taken for the erection of strong fortifications in addition to the present means of defense. Defenses, though not very extensive, are now maintained on the strait front of the city. It is expected that the proposed government works will greatly benefit the town in every way.

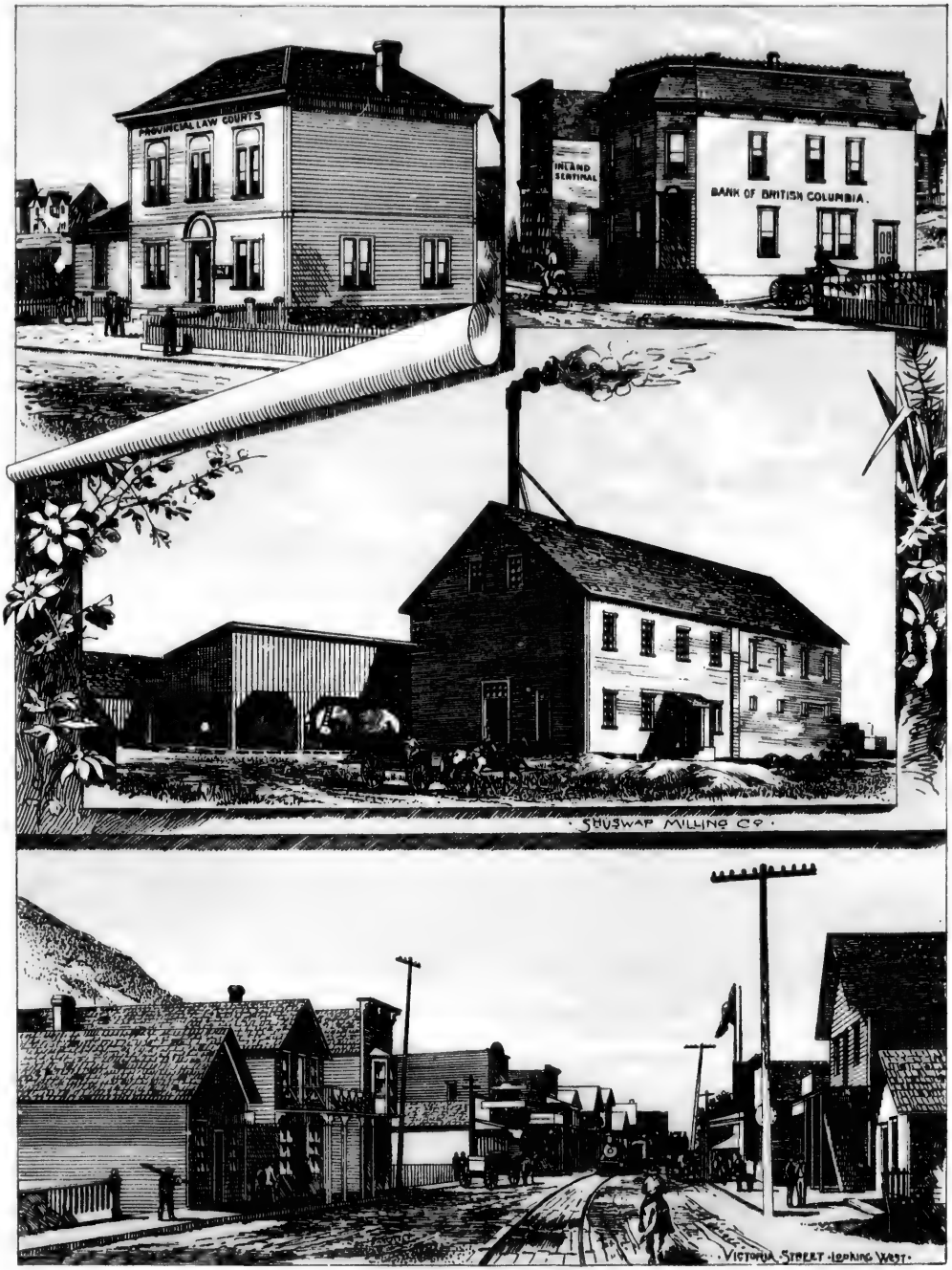
In describing the capital city, a few words about the provincial government will not prove uninteresting to American readers. Until 1858 British Columbia and Vancouver island were governed by the Hudson's Bay Company. In that year both colonies were given a territorial government, and ten years later the two were consolidated and the capital established at Victoria. In 1871 the province joined the Canadian confederation, one of the considerations being that the dominion government should connect the two oceans by a railway, which was completed in 1886. The province now is governed by a governor appointed by the dominion, and cabinet of five—premier, provincial secretary, attorney general, commissioner of lands and works, and commissioner of mines—and a legislature consisting of two houses, council and assembly, the members of the former being appointed and of the latter elected by popular suffrage. British Columbia is represented in the dominion parliament by three members in the senate and six in the house of commons. The provincial legislature has power to levy direct taxes and borrow money for provincial purposes, the control of public lands and public works within the province, municipal institutions, public schools, hospitals, prisons, asylums and charities, and generally all matters of a local or private character. All judges except those of some of the minor courts are appointed by the dominion government. The provincial government is efficiently administered, and with the increase of wealth and population its influence in the legislative bodies becomes greater through increased representation. The city of Victoria is governed by a mayor and nine councilmen elected by the people.

as a growing city of
ain its full importance.
occupies as a national
d defense entitles it to
om Her Majesty's home
event of hostilities be-
nited States would for-
ost indispensable, but
ower might do serious
this coast if they were
tation the British gov-
alt (virtually a part of
importance that steps
ion of strong fortifica-
ent means of defense.
tensive, are now main-
he city. It is expected
works will greatly ben-

ity, a few words about
not prove uninterest-
il 1858 British Colum-
governed by the Hud-
ear both colonies were
and ten years later the
capital established at
ce joined the Canadian
siderations being that
ould connect the two
as completed in 1886.
by a governor appoint-
inet of five—premier,
general, commissioner
issioner of mines—and
houses, council and
former being appoint-
popular suffrage. Brit-
n the dominion parlia-
e senate and six in the
vincial legislature has
borrow money for pro-
public lands and pub-
municipal institutions,
ns, asylums and char-
s of a local or private
hose of some of the mi-
the dominion govern-
ment is efficiently ad-
se of wealth and popu-
slative bodies becomes
resentation. The city
ayor and nine council-



KAMLOOPS B. C.


PROVINCIAL LAW COURTS
INLAND SEMINAL
BANK OF BRITISH COLUMBIA.
SHUSWAP MILLING Co.
VICTORIA STREET LOOKING WEST.

KAMLOOPS-B.C.

· NEW · WESTMINSTER · B · C ·

·RESIDENCE·OF·MAYOR·JOHN·HENDRY·
·NEW·WESTMINSTER·B·C·

NANAIMO,

THE

CENTER OF THE COAL INDUSTRY.

SECOND largest city on Vancouver island is Nanaimo, situated about seventy miles up the eastern coast from Victoria, and in the midst of one of the richest coal regions on the Pacific coast. The city has about four thousand inhabitants within its limits, and there are nearly as many more in that immediate vicinity. The district has a population of more than eight thousand.

Nanaimo was formerly only a trading post of the Hudson's Bay Company. That company prospected for coal in many localities on the island before it finally found the rich carboniferous strata that are now developed in the coal mines around Nanaimo. This discovery was made in 1854, and the first shaft was sunk near the site of the present postoffice building. Now there are four collieries in operation, and the aggregate output has increased from year to year, last season's product being nearly half a million tons, the bulk of which was exported.

The Nanaimo colliery consists of three mines, the Esplanade, or shaft No. 1, being sunk in the city near the edge of the bay, under which the several levels extend a lateral distance of about three-fourths of a mile. This shaft was opened in 1883. It is the deepest mine in the district, six hundred and twenty-six feet, but there are strata of good coal at a much greater depth, as has been demonstrated by boring a prospecting shaft over eleven hundred feet farther into the bowels of the earth. The Southfield, a short distance south of the Esplanade, was opened in 1883, and the No. 3 near it was opened in 1887. Both are now in successful operation, and shaft No. 4 is being opened. The North Wellington, also belonging to this company, is now in process of development. The output of the Nanaimo colliery last year was nearly two hundred and fifty-nine thousand tons. The Vancouver Coal & Land Company, which owns these mines, holds the fee simple, mineral and surface, of thirty-three thousand acres, a portion of which is on the adjoining islands that are known to contain coal. The Wellington colliery, six miles west of Nanaimo, has been in operation twenty years, and its coal is well known in every market on the Pacific slope. These mines consist of three pits now in operation, and a fourth down to coal. The East Wellington colliery is three miles west of Nanaimo. It was opened about six years ago, and has two shafts now being worked, the coal being of similar quality to that of the Wellington. The Union Colliery Company, composed of capitalists interested in the Southern Pacific railway and the Wellington colliery, is laying out extensive works in the Comox district, a few miles northwest of Nanaimo. Preparations are in progress for building a railway from the mines to the harbor on Union bay, where the largest ships may load at any stage of the tide at the longest wharf in the province. The prospecting done by the various companies shows the existence of inexhaustible supplies of coal, both on Vancouver island and on the smaller islands near it, particularly on Gabriola island, directly opposite Nanaimo. There are also indications of iron in some localities. On Texada island are extensive iron mines now in operation. It is a very attractive field for engaging in mining.

Though in the center of a rich coal mining district, Nanaimo is not merely a mining town. A visitor might spend days in the city without discovering that it had extensive coal interests, so unobtrusive are they. Yet when it is known that about two thousand men are employed in the mines of that vicinity, their importance becomes apparent. The town of Wellington, five miles beyond Nanaimo, has a population of about a thousand and is owned by the proprietors of the mines there. The Esquimalt & Nanaimo railroad extends from Victoria through Nanaimo to Wellington, which is its present terminus. This line is projected nearly a hundred miles farther up the coast.

The city of Nanaimo is located on a small bay known as Nanaimo harbor, which is entered by all kinds of marine craft, the course being so free that vessels sometimes sail in unassisted. Nearly all the shipments are made by water, the coal going to San Francisco, Los Angeles, Portland and the Sandwich islands, besides to British Columbia ports. A portion of the harbor is now being improved by rock dredging to remove obstacles that restrict the move-

ment of large vessels near the docks when the tide is low.

The town occupies an uneven tract of land rising quite rapidly back from the water, the altitude increasing until the summit of Mount Benson, nearly thirty-five hundred feet above the sea, is reached some ten or twelve miles to the westward. No regular plat was made until a considerable settlement had grown up there, which accounts, in part, for the irregular streets, the lay of the land also conducing to the present arrangement. A view of the harbor may be obtained from almost any point in the city. The north and south ends of the town are higher than the middle, where the main business houses are situated, and the residence portion occupies the higher ground. During the past year a large amount of building has been done, and the outskirts of the city are rapidly being built up with neat and comfortable cottages, that speak in no uncertain way of the prosperity that is enjoyed by the people. Even greater improvements are in prospect for this year. The business interests are experiencing a decided growth, and an air of thrift and comfort pervades every part of the city. More rapid advancement is now being made than ever before.

Among the recent important improvements that Nanaimo enjoys are a water works system and a telephone exchange. The water supply comes from Chase river, three miles west of the city, where a reservoir has been made by damming the stream at a point three hundred feet above the town, thus securing ample pressure for all purposes without the use of steam pumps. The Chase river flows from the watershed of Mount Benson, and the water is of excellent quality, but the supply, though ample for present uses, will not be sufficient two or three years hence at the present rate of increase of consumption in the city, and steps are now being taken to secure connections with the Nanaimo river to insure adequate service for the future. For fire protection there are twenty hydrants for public use, and several of the manufacturing establishments have hydrants for their own convenience and security. This water plant has been in use only a year, but it is one of the most important improvements that has been made. The telephone exchange has been in operation but a few months. Connections are established with Departure bay, three and a half miles to the north, and with Wellington and East Wellington collieries to the west, besides having a good local service that is steadily expanding.

Of course, having the best gas producing coal of the Pacific coast mined within its limits, the city is lighted with gas. The town has two banks, the Bank of British Columbia and the Dominion Savings Bank, both of which do business in all the important cities of the province. The *Free Press* is a daily and semi-weekly newspaper that has grown up with the town and is flourishing with it. The daily and weekly *Courier* is a new publication. The churches of the town are Methodist, Episcopal, Roman Catholic and Presbyterian, the first named congregation having a fine edifice to cost about $10,000 00 now in course of erection. The public schools employ seven teachers, and there is also an academy for young ladies under Roman Catholic management, and a kindergarten school. There are more than twenty fraternal, benevolent and social organizations in the city.

The manufacturing establishments of the city include the large car shops and foundry and machine shops of the Vancouver Coal Company, which operates a railroad from its mines to its docks, one or two smaller machine shops, a wagon and carriage factory, a saw mill, three breweries, and several smaller shops in which more or less manufacturing is done. A large tannery and boot and shoe factory will soon be constructed. A lumber yard is maintained in Nanaimo, and considerable is done in the way of boat building. The city is already past the period when its business is confined to the production of coal, and entering upon a manufacturing era, for which it is so well suited.

The agricultural and timber resources of the country tributary to Nanaimo should not go unnoticed. There are heavy forests of fir, cedar, hemlock, pine and maple close at hand, which should be more fully utilized. The opportunities for the manufacture of all classes of lumber and of furniture are particularly promising. The markets of the world lie before the manufacturers of Nanaimo, because the products can be turned out so cheaply. There is a good deal of farming and grazing land along the shore and hillsides on both sides of the city. In the valley of the Nanaimo river there is a fine opening for farmers. The land that is too rough for cultivation will support many thousands of cattle and sheep, and that business is very profitable there. Some of the islands lying to the east of Nanaimo make the finest sheep pastures, no predatory beasts being there and no fencing being necessary to confine the animals.

Nanaimo is the central point for a large district. Besides the daily train service to Victoria, there are regular boat lines plying to Victoria, New Westminster, Vancouver, Comox, Portland and Alaska, steamers for the last two ports stopping there once each month. Stages run to Departure bay and to the East Wellington mines twice a day. In all ways the city is making rapid advancement, and its location in the midst of great natural resources is commanding for it wide attention.

NEW WESTMINSTER,

THE

METROPOLIS OF FRASER RIVER.

DURING the time of the Fraser river gold excitement, in 1858, the city of New Westminster, British Columbia, was founded, by Colonel Moody, of the royal engineers, who considered it the most advantageous site for the capital of the province. The city is located on the north bank of the river, fifteen miles from its mouth, is accessible for deep water shipping, and lies in the heart of a section of varied and valuable resources. Steamers also ply up the river a hundred miles to Yale which is the center of a district of considerable importance.

New Westminster is chiefly known abroad for its salmon trade and its lumber business, but the agricultural interests of the district are now coming into prominence and giving the city additional stability. The good farming territory of British Columbia is not a very large proportion of its whole area. There are considerable tracts that are fine grazing lands, and others that irrigation would render fertile, but much of this territory that will ultimately, of course, become valuable, is now practically inaccessible for the ordinary tiller of the soil. The largest and most valuable tract of farming land in the province is in the southwest corner, in the valley and delta of Fraser river, and New Westminster is situated in the midst of that great garden. Lulu, Sea and Westham islands, comprising the delta of the river, have an area of over fifty thousand acres of the choicest land. It is not heavily timbered, and the rich, alluvial soil yields crops of first quality and in surprising quantity. Three tons of hay are taken from an acre, ninety bushels of oats, seventy-five of wheat, and of root crops four hundred to eight hundred bushels. At the last local fair turnips weighing forty pounds each were on exhibition, and oats weighing fifty-five pounds to the measured bushel. What is known as the municipality of Delta is a similar area lying between the Fraser and Boundary bay, on the south. The municipalities of Surrey, Langley, Maple Ridge and Chilliwhack occupy the valley on both sides of the river above New Westminster, and embrace an area of nearly five hundred square miles of the very best agricultural lands. These extend northward from the American boundary a distance of about twenty-five miles, but only include what is in the political district of New Westminster. Farming lands reach much farther up the Fraser and also up the valleys of its tributaries, the Pitt, the Stave and the Siwash. A choice tract, comprising some fifty thousand acres, has recently come into notice on the Stave, and is, as yet, almost entirely unoccupied. These are all excellent farming lands. They are easily cleared for the plow, and the soil is an alluvium mixed with a clay loam. The agricultural productions include the common grains, roots, vegetables and a variety of fruits. A failure of crops was never known in that region. Dairying is a profitable industry and it is growing in importance. While in the valley there is no government land to speak of, a considerable portion of the area is yet unimproved and may be purchased at moderate prices. On the northern branches of the Fraser there are still eligible locations which may be obtained from the government or from the railroad company on reasonable terms. In the interior there are large amounts of land of all degrees of fertility and in all sorts of locations, that are waiting for settlers.

There are twelve large salmon canneries within easy reach of New Westminster. These establishments represent an invested capital of $500,000.00, they employ over five thousand men during the fishing season and pay out over $400,000.00 a year for supplies. The Fraser river canneries turned out last year forty-one thousand six hundred cases of salmon. This is one of the most important industries of that region. Three saw mills are now in operation in the city, their daily capacity being one hundred and twenty-five thousand feet of lumber. By far the largest saw mill in the province is now in course of construction at New Westminster. It will have a capacity for sawing two hundred thousand feet per day. Vessels bound to the several foreign markets to which this lumber is shipped have no difficulty in ascending the river and taking their cargoes from the wharves at the mills. The timber is obtained in abundance up the Fraser river and its tributaries, and floated down to the mills where it is held in booms until manufactured. Lumber sawing consti-

tutes the most important single manufacturing industry of the city. It has, however, the only woolen mill in the province, two foundries and machine shops, a furniture manufactory, planing mills, sash and door factories and cigar factories. The volume of products turned out by these establishments has an important influence on the prosperity of the city. The New Westminster, Bellingham Bay & Seattle railway, now in process of construction between Seattle and New Westminster, will have its shops in the latter city and will build a railway and traffic bridge across the Fraser river, this having been agreed upon as a consideration for a bonus and certain terminal facilities which were granted it.

New Westminster is well supplied with educational facilities, it having good public schools, a high school, and two or three private educational institutions. It has the only free public library in the province. There is a public hospital, and also one which cost $20,000.00 under the auspices of the Roman Catholics. Eight churches represent the following denominations: Church of England, Church of Reformed Episcopal, Presbyterian, Methodist and Baptist. The city has a board of trade, a building association, and a dozen fraternal, benevolent and social organizations. It has two good hotels, an opera house, a concert hall, two banks, daily, semi-weekly and weekly newspapers, and excellent telegraphic and telephonic communication. Several parks and public squares within the city limits aggregate in area more than one hundred acres. The corporation recently purchased the charter for a system of water works, which will be constructed immediately at a cost of about $200,000.00. This will give an unlimited supply of pure water.

The provincial jail, provincial asylum, the central prison for the main land, the dominion land office for the province, the land registry office for the main land, the provincial land office, and the central office on the Pacific for the Canadian Pacific and Postal Union telegraph systems are situated at New Westminster. It is the residence of Anglican and Roman Catholic bishops, the provincial immigration agent, the inspector of fisheries, the district senator and representative in the dominion parliament, the judge and registrar of the supreme court, and the sheriff of the district. A new court house, to cost $20,000.00 is about to be erected.

New Westminster is connected with the main line of the Canadian Pacific railway by a branch eight miles long to Westminster Junction. Trains are run from New Westminster to Vancouver several times a day, and direct connections are made with all transcontinental trains at the junction. The completion of the New Westminster, Bellingham Bay & Seattle railway will make the city a competing point for the Canadian Pacific and Northern Pacific roads. Among the other railways projected from New Westminster are a short line to Vancouver, a line down the south side of the Fraser to Ladner's and up the river to Sumas, and one to Victoria, on Vancouver island, the last involving a ferry across the Gulf of Georgia, a distance of twenty miles, to operate in conjunction with the railway on the land. These projects are being pushed by men of capital and business foresight, with the cooperation of lines already established, and they will all be completed before long.

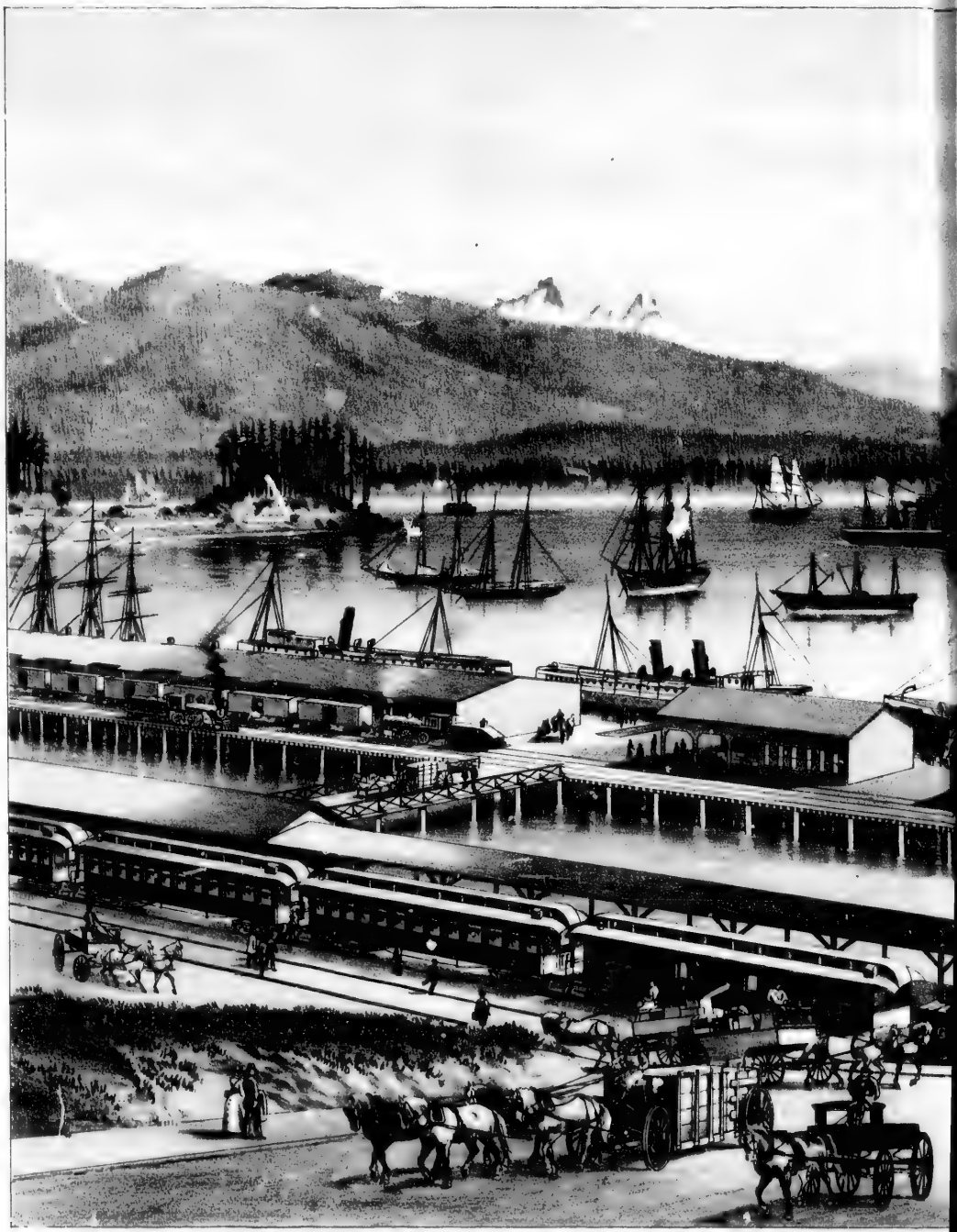
Besides the rail communication which New Westminster has, it is well provided with boat lines plying to all towns on the river as far up as Yale, a hundred miles distant, and on the coast of the main land, as well as to the islands of the province and Puget sound ports in American territory. It has good connections by steamer with Portland and San Francisco. Stages run to Vancouver, Surrey Center, Clover Valley and Hall's Prairie, in the province, and to Blaine, across the boundary line in Washington.

New Westminster occupies a sloping site facing the south and southeast. The peaks of the Cascades and Olympic mountains afford a glimpse of magnificent scenery to the south and southwest, while in the immediate vicinity of the city are many features of interest. The celebrated Harrison Hot Springs may be reached in less than two hours by rail from the city. In town are all the accommodations to make life pleasant there. The city is growing in importance as a tourist's resort and a place of residence, even for those who have business interests elsewhere in the province.

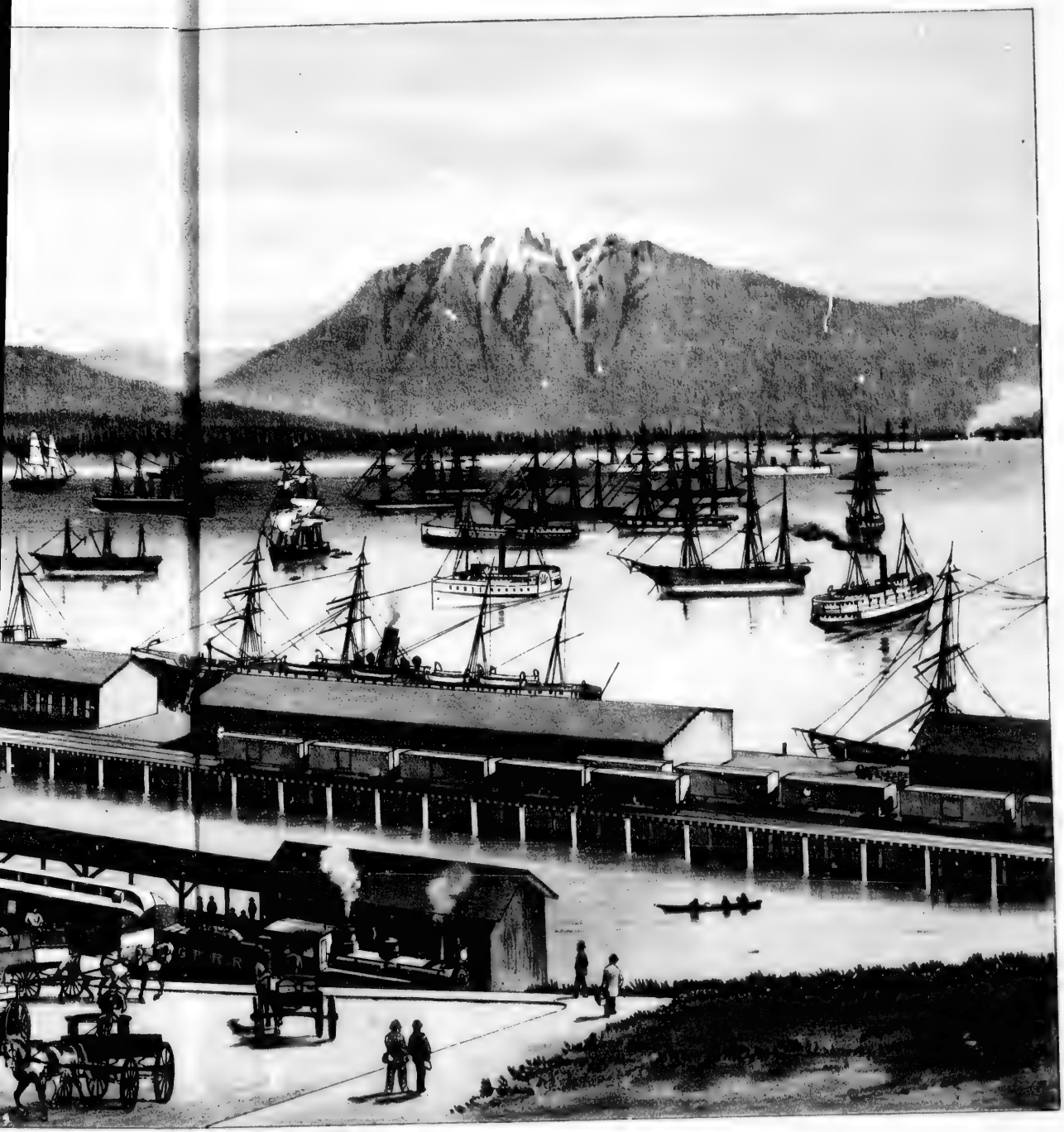
The large trade which is enjoyed by all lines of business in New Westminster is pushing it to the front as a commercial and manufacturing center. The lumbering, agricultural, fishing and mining interests tributary to the city, and the facilities being provided for developing commerce in all directions are already beginning to bear fruit in quickening trade and attracting people from abroad. An enterprising spirit is awakened and the citizens are aroused to the advantages that lie at their door. Nearly half a million dollars will be expended in the city this year for water works and railway improvements alone, and this is but the beginning of a long train of works that will keep the town in the front rank of the rapidly growing cities of the province.

made with all trans-
The completion of
n Bay & Seattle rail-
eting point for the
acific roads. Among
n New Westminster
line down the south
and up the river to
ancouver island, the
Gulf of Georgia, a
erate in conjunction
These projects are
and business fore-
lines already estab-
leted before long.
on which New West-
ith boat lines plying
up as Yale, a hun-
ast of the main land,
province and Puget
y. It has good con-
nd and San Francis-
urrey Center, Clover
he province, and to
in Washington.
a sloping site facing
eaks of the Cascades
glimpse of magnifi-
uthwest, while in the
re many features of
on Hot Springs may
rs by rail from the
mmodations to make
growing in impor-
place of residence,
s interests elsewhere

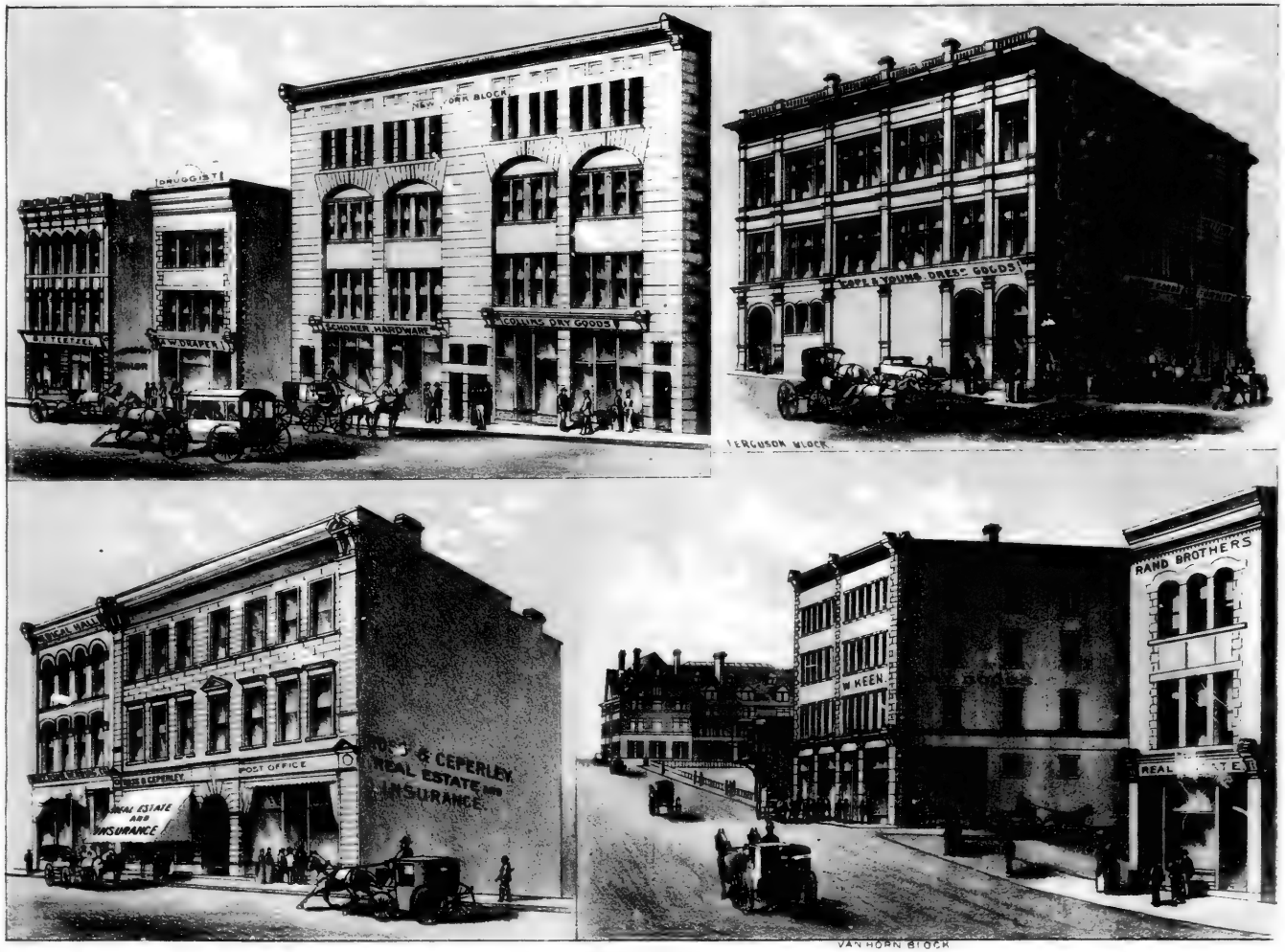
joyed by all lines of
s pushing it to the
cturing center. The
nd mining interests
lities being provided
rections are already
ng trade and attract-
terprising spirit is
oused to the advan-
arly half a million
y this year for water
alone, and this is
of works that will
f the rapidly grow-



·THE HARBOR·VANCOUVER.



R · VANCOUVER · BRITISH COLUMBIA · {From Photo}

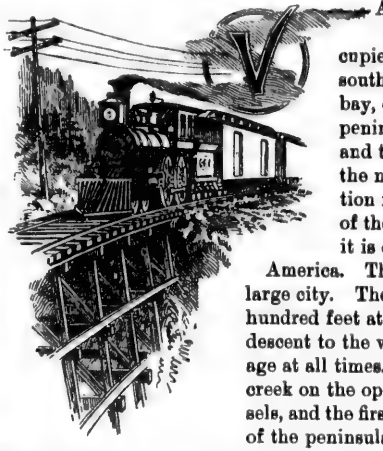


·VANCOUVER· B·C·

VANCOUVER,

— THE —

TERMINUS OF THE CANADIAN PACIFIC.



VANCOUVER is situated on the main land, a short distance north of the mouth of Fraser river. The principal part of the city occupies a peninsula, bounded north by the waters of Burrard inlet, south by a small indentation called False creek, and west by English bay, of which the other two are arms. Far beyond the limits of the peninsula thus defined, however, the city is fast extending to the east, and to the south across False creek. The city was incorporated under the name "Vancouver" April 6, 1886, at which time it had a population numbering scarcely six hundred. Now there are within the limits of the corporation fourteen thousand inhabitants, and in many respects it is one of the most remarkable towns on the Pacific slope of North America. The site of Vancouver could scarcely have been better chosen for a large city. The peninsula on which it is located rises to an altitude of about two hundred feet at the highest point, and from the central ridge there is a distinct descent to the water's edge on either side. This affords the most perfect drainage at all times. Both Burrard inlet on the north, and English bay and False creek on the opposite side, are always safely navigable for the deepest draft vessels, and the first named is one of the finest harbors in the world. The extremity of the peninsula curves around to the northward (it is really another peninsula, formed by an indentation from the inlet known as Coal harbor), leaving a passage at the narrows, or mouth of Burrard inlet, not more than half a mile wide. Opposite the city front, however, the inlet is more than two miles wide, with a depth varying from six to twenty fathoms. This arm of salt water extends inland more than twenty miles from Vancouver, and its two forks afford access by water to a considerable area of rich country, the products of which Vancouver governs. In this respect it serves the commercial purpose of a large river. Then, on the west and south, English bay and False creek afford accommodations for shipping. The capacity of the city for marine commerce can never be outgrown, no matter what magnitude it may attain.

When it had become a definitely settled fact that the Canadian Pacific railway would make this point its western terminus, it suddenly sprang into prominence. The railway company, by a grant from the government, secured control of the land upon which the city must be built, and the policy pursued by the company has resulted in establishing a foundation for a giant growth. People from the eastern provinces flocked to the prospective metropolis in great numbers, and the city of Vancouver was incorporated on the date mentioned, the name being in honor of Captain George Vancouver, of the British navy, who discovered, explored and named Burrard inlet, nearly a hundred years ago.

The conditions imposed on purchasers of property in Vancouver are such that no mere speculators can buy the land and hold it, without improvement, for the rise in value which the industry of other people will be sure to bring it. This policy has tended to keep out adventurers and to secure the benefits of the city's advancement to those who have homes there, or to those who are interested in its business affairs. The building conditions accompanying transfers within the past two weeks—the last two weeks of March—bind purchasers to erect this season stone and brick structures aggregating in value $125,000.00. These buildings will not be all in one locality, but will be scattered over a considerable area. This policy relieves the city of the appearance of being crowded, and encourages expansion in all directions, while the intervening property is, of course, augmented in value.

Business men who located in Vancouver three or four years ago well remember that nine-tenths of the present area of the city was a dense, unbroken forest of huge firs. There was but a single street cleared of timber, and a few rude roads led into the gloomy wild. To build a city there was certainly a Herculean task. The timber was removed at a cost of $200.00 to $300.00 per acre, and, following the retreat-

ing forest, massive structures of stone and brick sprang up, streets were graded, sidewalks built, and large business enterprises inaugurated. Some of the finest business blocks in the city stand on ground that, three years, or even two years ago, was occupied by a wilderness of forest. The Canadian Pacific railway was completed to Vancouver in May, 1887, when the first through train arrived from Montreal. That year, also, the Canadian Pacific company put a line of steamships on the route between Vancouver and China and Japan. Those two important projects gave an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation, and the advancement the city made was truly marvelous.

A great conflagration, in June, 1886, nearly wiped the young city out of existence, but before the embers died, materials for rebuilding were on their way, and, where small wooden structures were before, there arose grand edifices of stone, brick and iron. Under the influence of the large transportation interests which were established there the next year, the building of the city progressed rapidly, and during 1887 most of the city plat was cleared of timber, and a large amount of street work was done. Since that time its progress has been unhindered by any disaster. The city is laid out on a magnificent scale, and it is being built up in a style fully in accord with the plan. Its residences, business blocks, hotels and public buildings of all classes would be creditable to any city. During the year 1888, buildings aggregating in value $1,350,000.00 were erected within the corporation limits. In January, 1888, the city assessment showed a taxable valuation of property aggregating nearly $3,500,000.00. In January, 1889, the total assessed valuation of property was $6,600,000.00. Last year $85,000.00 were expended in street improvements, making the total mileage of graded streets in the city thirty-six, and there are twenty-five miles of sidewalks. Street improvements to the amount of $30,000.00 are now under contract. There are two bridges across False creek and one across Coal harbor. The city has expended $25,000.00 on sewers, and will expend $40,000.00 this year on its sewerage system. It has a telephone exchange of nearly two hundred subscribers. The fire department consists of two brigades, employing a total of sixty men, with modern apparatus for extinguishing fires. The water works plant, just completed, brings to the city an abundant supply of pure water from the headwaters of the Capilano creek, a mountain stream flowing from the northward into Burrard inlet near the first narrows. Seven miles from the city limits a reservoir with a capacity of fourteen million gallons was made by damming the creek, and from that reservoir the water is led in pipes down the mountain side and under the narrows, which is half a mile wide, to supply the system of mains in the city, and, through them, the consumers. The reservoir is two hundred feet above the highest point in the city, and over three hundred feet above the business and residence portion of the town. The water is free from all impurities, and the source of supply is in the mountains beyond all possibility of contamination. This water works system cost $250,000.00, and it is one of the most important improvements, both from a sanitary and a commercial point of view, that has been made there. Seventy-five hydrants, judiciously placed about the city, furnish an efficient means for quenching fires. The system includes thirty miles of iron mains.

Vancouver is lighted by both gas and electricity. The Electric Illuminating Company lights the streets with nearly two thousand sixteen-candle power incandescent lamps and one hundred and twenty arc lights, also furnishing lights to private consumers. The Vancouver Gas Company is incorporated, with a capital stock of $150,000.00, and has a capacity for supplying sixty thousand cubic feet of coal gas per day. The residuum of coke and coal tar is now utilized, and it is expected soon to manufacture asphaltum and analine dyes, which will be an important addition to the city's already considerable list of manufactures.

The public schools are now a graded school system, but by the beginning of the next school year a high school will be organized with a suitable curriculum and an efficient corps of instructors. At the beginning of the present school year nine teachers were employed in the city, and fifteen must be provided for the first term next fall. One school building has been constructed this year, and a large central high school will be built next year, for which an appropriation of $17,000.00 has already been made. The Roman Catholic church maintains a parochial school, which is well patronized. The city hall is a commodious structure, in which are the headquarters of all the departments of the city government. The provincial government has formed a new municipality, with Vancouver as its official head, and has appropriated $23,000.00 for the erection this year of a court house and registrar's offices.

The business institutions of the city are of an unusually stable character, many of them being branches of old eastern establishments. The city has four banking houses, three of which are branches of old eastern concerns, and the total capital represented by them is $20,000,000.00. During the year 1888, the Canadian Pacific railway brought to the city nearly thirty-nine thousand tons of freight, and forwarded about twenty-two thousand tons. Over five hundred and sixteen thousand packages of merchandise were

exported to China and Japan via the Canadian Pacific steamers, and the imports from the same source aggregated over five hundred and seventy-four thousand packages, a gain of more than a hundred per cent. over the previous year. The Canadian Pacific company disbursed in Vancouver $648,234.65. The local custom house records show that for the last fiscal year there arrived in Vancouver two hundred and seventy-one marine craft, of a total of one hundred and thirty-three thousand tons burthen, and cleared two hundred and seventy vessels, of a total burthen of ninety-eight thousand tons. The custom house collections were $73,462.29, or more than double the amount of the previous year. The total imports increased in value $74,868.00, and the exports $121,461.00, over the previous year. The goods shipped to the United States were valued at $20,087.75, and the shipments through Vancouver from the United States were valued at $1,380,000.00. The postoffice business last year was about one hundred and fifty per cent. greater than for 1887, the stamp sales aggregating $11,579.10, money orders $114,793.99, postoffice savings bank deposits $28,972.00, and the number of registered letters mailed was five thousand. These figures show specifically what advancement the city made in the lines which are quoted, and when the fact that the mercantile and manufacturing interests correspondingly increased in importance is considered, a definite idea may be formed of the rapid growth which the city experienced; and this rate of advancement has not in the least abated, but rather increased.

In addition to the great transportation lines of the Canadian Pacific railway and the steamship lines to China and Japan and to Australia, the city has connections with all important points along the Pacific coast. The trans-Pacific steamship lines each receive a subsidy of $500,000.00 from the British and Canadian governments, and the boats that have been employed in the service during the experimental stage of the line are soon to be superseded by new ones specially designed for that trade. Steamers ply between Vancouver and all Puget sound ports, both in and out of the province, and to Portland and San Francisco. It would seem that the city had all the boat lines that could be desired, but its only railroad is the Canadian Pacific. No less than three railroads extending to the southeast are in contemplation, however, to tap resources that at present have no convenient outlet, and to connect with the Seattle, Lake Shore & Eastern and the Bellingham Bay road, thus getting other transcontinental routes to doing business in the city.

In the matter of public parks the city is well provided for. All that part of the peninsula west of Coal harbor, comprising some nine hundred and sixty acres, belongs to the crown, and is leased by the city for a public park. A driveway entirely around this park has been constructed of gravel and shells, and it is much patronized. From some of the elevations on this road the view is one of the grandest imaginable. The precipitous mountains on the north side of the inlet, only six or eight miles away, raise their cragged crest line to a height of over six thousand feet, and carry a covering of snow a large portion of the year. The spurs of the Cascades approach very near the coast; in fact, salt water washes the very base of the mountains in some cases. Seaward, the numerous islands that dot the waters of the Gulf of Georgia are plainly in view, and all the shore lines are very picturesque. Southward, Point Gray juts out from the main land beyond English bay, and to the eastward the main ridge of the Cascades extends across the horizon, rugged and snow-capped. The park itself—Stanley park, it is called—is covered with a wild forest, filled with game of many kinds, which no one is permitted to kill. Besides the road around the park, drives traversing it in various directions are being constructed, making it one of the most charming driving resorts in the country. The city has erected a park lodge, where the keeper resides, devoting his whole time to the care of the park and to protecting its primeval beauty. A small portion of this park is set aside for the athletic clubs of the city and suitably fitted for them. In the eastern part of the city is a tract of one hundred and sixty acres donated to Vancouver by the government for a park, on certain conditions of improvement, which are being complied with. There is another park of forty acres on the south side of False creek. Three smaller parks in the city occupy a total area of about twenty acres, and are very attractive ornaments. The municipal government recently paid $15,000.00 for a centrally located market square. The one cemetery is situated on the south side, and is owned and cared for by the city.

Vancouver has a well organized police department, which is self-sustaining. Saloon licenses are $500.00 each, and drinking places are kept under strict police surveillance. The city owns and maintains a hospital, which it built last year at a cost of $10,000.00. It is under the direction of a hospital board of five medical men. The city hall is a commodious building, in which are the headquarters of all the departments of the city government. The municipal government consists of a mayor and board of ten aldermen, elected by ballot, and the usual other officers acting under their direction. An enterprising policy regarding public affairs of all kinds is pursued. The board of trade is an active and strong organization, which is an important aid to the business

development of the town. Its members are the prominent business men of the city, and they labor for the best interests of the municipality in everything that comes within the scope of their operation.

Fraternal and benevolent organizations are well represented in Vancouver. There are lodges of Free Masons, Odd Fellows, Good Templars, Knights of Labor, Knights of Pythias, Locomotive Engineers, United Workmen, Foresters, Sons of England, and a St. Andrew's society. They embrace a large membership and wield a considerable influence for the good of society. The city has a public reading room, a Young Men's Christian Association, which is contemplating the erection of a fine building on a site that has already been donated, and a Woman's Christian Temperance Union, all of them in a very flourishing condition. There are at present nine church edifices in the city—two Methodist, two Presbyterian, two Episcopal, a Congregational, a Baptist and a Roman Catholic—and preparations are being made to erect several others. Besides the Methodists have a Chinese congregation, presided over by a native Chinese missionary, and a Chinese mission school.

The news field is unusually well covered in Vancouver. The *News-Advertiser* is a morning daily of eight pages, which is ably conducted and presents a full quota of the news of the world each morning. The *Evening World* is a publication but a few months old, but it is a vigorous, enterprising and newsy journal, and merits the large patronage it receives. Both papers issue weekly editions. They are clean and efficient exponents of the public interests.

The variety of natural resources existing in British Columbia makes it a good country for the prosecution of nearly all kinds of manufacturing. The woods of the province are valuable and abundant, the mines possess untold wealth of many kinds, and fisheries, farms and ranges contribute to the support which factories must have. Good transportation facilities are a recent acquisition, but they are increasing in response to the rapidly growing demand for them, and no fears are entertained of any hampering influence from that source. Besides the many resources that now enter into the calculations of manufacturers there, new discoveries are constantly being made, and the utilization of the vast volume of raw products can not but make a manufacturing region of more than ordinary importance.

As lumbering was the first industry that engaged the attention of British Columbians, its present value is greater than any other. It employs more men and yields a larger annual output, reduced to the stern scale of dollars and cents, than any other manufacturing industry in the province. Saw mills are in operation at various points of advantage along the coast line, on the shores of the numerous indentations, and on two or three of the larger rivers. The total number of mills now in the province is twenty-six, varying in their output from three thousand feet daily, which is the product of a small Indian mill on Naas river, to one hundred and ten thousand feet of sawed lumber. Vancouver is the great lumbering center for the whole region, and it has within its limits and in the immediate vicinity six saw mills, one planing mill, one shingle mill and two large sash and door factories, the annual product of which is valued at $2,500,000.00. These mills furnish regular employment to about fifteen hundred hands. They turn out various grades of rough and planed lumber, to suit the demands of the market, and a large portion of the product is exported to foreign countries, chiefly to China, Japan, Australia and the states of Central America, South America and Europe. It is the leading article of commerce with those countries.

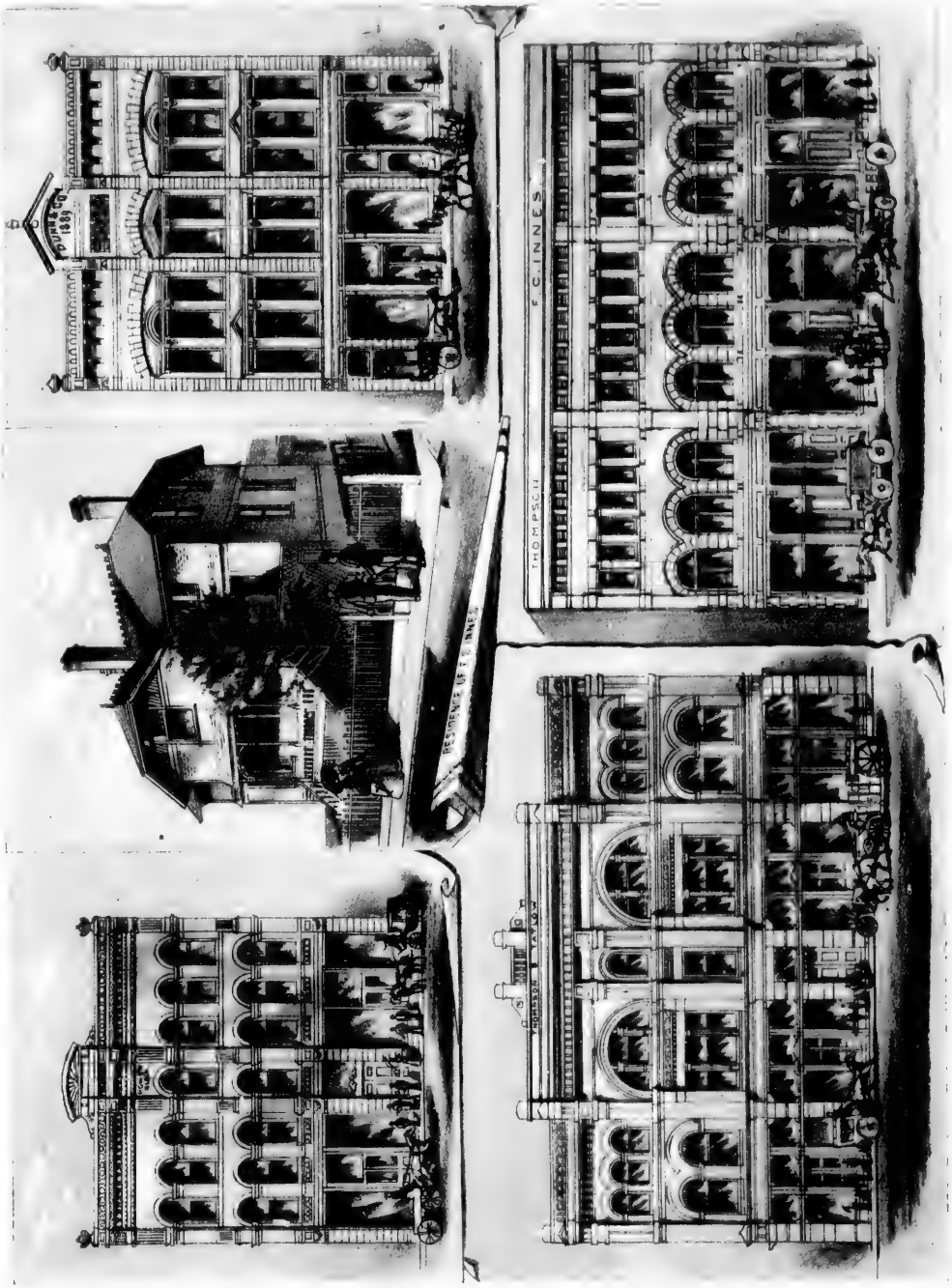
While the foreign demand was the first developed and is constantly growing in importance, the recent changes that have occurred in the industrial condition of the northwestern provinces of Canada render the domestic and local markets of scarcely less moment to the manufacturer. A considerable number of the saw mills recently established depend entirely on the local demand for their patronage, and they find it increasing fully as fast as the facilities for supplying it. The farming sections and mining camps of the interior are using large quantities of lumber, and the growing towns along the line of the railway also have a brisk trade in that commodity. The manufacture of sash, doors and blinds in Vancouver is a profitable adjunct of the saw mill business, and it is capable of great expansion. The demand for that class of manufactures is chiefly in the cities, where much building is being done.

A furniture factory, having an annual output worth $75,000.00, has passed through the experimental stage in Vancouver and received such encouraging support that its capacity is being greatly increased. All ordinary household furniture is made there. The country has an exhaustless supply of the finest maple, alder, cedar, pine, spruce, etc., that could profitably be manufactured into furniture and machinery. A carriage factory, with a capacity for manufacturing $75,000.00 worth of carriages per annum, was lately built, and the enterprise promises to be more than ordinarily successful. Among the other manufactories of wood that would find a good field for operation at Vancouver may be mentioned woodenware factories and pulp mills. There is an especially promising opening for the manufacture of all kinds of woodenware, the materials being at hand and the demand for the product being very strong.

ous indentations, and
ers. The total num-
is twenty-six, vary-
thousand feet daily,
Indian mill on Naas
usand feet of sawed
lumbering center for
in its limits and in
lls, one planing mill,
ash and door facto-
is valued at $2,500,-
ular employment to
ey turn out various
ber, to suit the de-
portion of the pro-
es, chiefly to China,
f Central America,
the leading article

the first developed
rtance, the recent
ndustrial condition
Canada render the
rcely less moment
ble number of the
nd entirely on the
nd they find it in-
ies for supplying
ing camps of the
f lumber, and the
railway also have
The manufacture
ver is a profitable
d it is capable of
hat class of man-
re much building

annual output
the experimen-
such encourag-
ing greatly in-
rniture is made
s supply of the
, etc., that could
iture and ma-
pacity for man-
ges per annum,
promises to be
ong the other
d a good field
ntioned wood-
ere is an es-
anufacture of
being at hand
very strong.

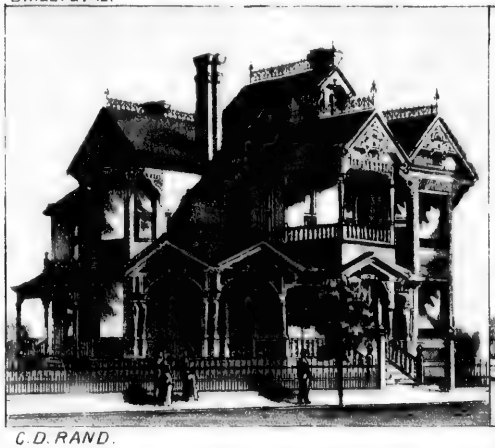


H. T. CEPERLEY.

D. McGILVERY.

DR. LEFEVRE.

THOS. DUNN.

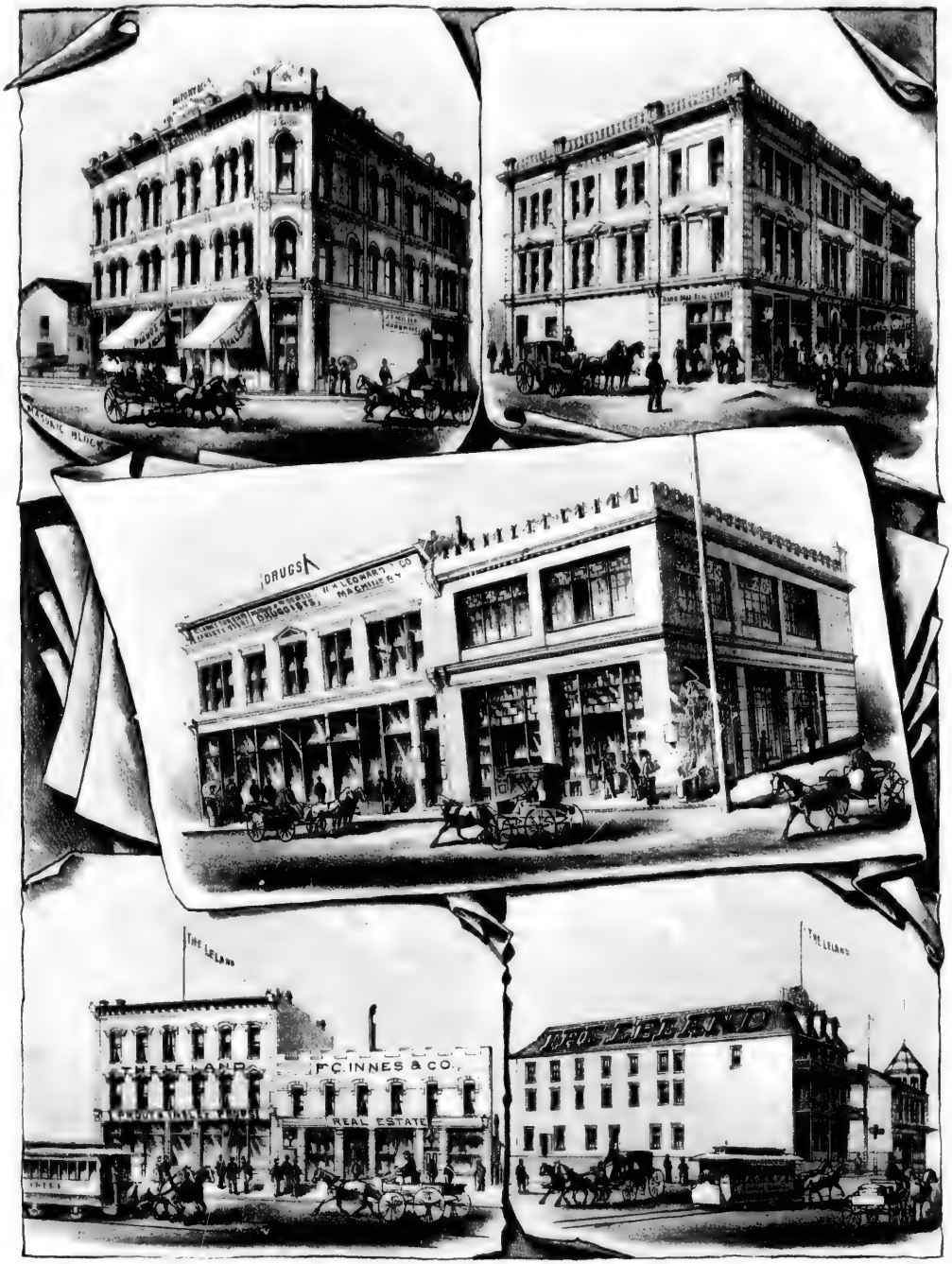


C. D. RAND.

J. M. BROWNING.

RESIDENCES · VANCOUVER · B.C.

· BUSINESS BLOCKS of J.W.HORNE · VANCOUVER · B·C ·



·VANCOUVER·B·C·

Cooperage works would also flourish. Any manufacturing institutions that can use fir, cedar, spruce, cypress, hemlock, pine, maple or alder will do well at Vancouver.

There is great need for smelting establishments in British Columbia to aid in developing the mineral resources. A lead smelter of a daily capacity of sixty tons has just been completed in Vancouver, and it will treat ore from mines over six hundred miles distant, as well as from those that are nearer. Efforts are being made to have a large iron smelter erected in the city, a liberal bonus being offered to reliable parties who will inaugurate such an enterprise. Iron and coal are now produced in large quantities within thirty miles of the city, and there would be no lack of patronage for a smelter. Reduction works for gold and silver ores are also needed to encourage the mining of the precious metals in various parts of the province.

The largest manufacturing establishment now in operation in the city belongs to the Canadian Pacific Railway Company. The terminal works and machine shops of that company do an immense amount of work in building and repairing railroad stock, and consume large quantities of wood and iron. All the iron used could, with the proper means for working, be taken in the ore and put through every process of preparation by local industries. To supply the means for working, which are now lacking, is one of the things the business men of the city have in view. Iron smelters, foundries and rolling mills are sure to be established in Vancouver. There now is a foundry and machine shop in the city, besides the Canadian Pacific machine shops, but none of the iron used is smelted by local industry. The foundries and machine shops do a large volume of business, and it will not be long before the other complements of iron working will be numbered among the manufacturing industries of the city.

The steadily increasing volume of agricultural products is calling attention to the necessity for utilizing them to better advantage than has yet been done. Most particularly is attention directed to the need for preparing the products of the range for use at home, instead of sending them abroad to be treated by the skilled labor of other people and then returned for consumption near where produced. Wool and hides are the chief articles of this class of goods. Woolen mills should be constructed in Vancouver. They would have peculiar advantages in that the tariff prevents competition from better developed sections of the Pacific slope, and the long haul from the east increases the selling price considerably, and Australian wool can be shipped in free of duty to mix with the home product, thus enabling manufacturers to make a superior quality of goods. Labor may be easily obtained, and the demand will more than warrant the establishment of such enterprises. The entire wool crop, not only of the local ranges and farms, but of all the northwest Canadian provinces as well, will go to Vancouver when it has woolen factories to handle it. In this line of operation Vancouver is almost beyond any sort of rivalry. The superior facilities for obtaining the raw products and for marketing the manufactured articles give it great advantage over other manufacturing places. China and Japan will take all the woolen goods that can be manufactured there.

Tanneries and manufactories of boots and shoes are also among the institutions that would benefit Vancouver and be profitable investments. Tan bark is cheap and plentiful. The northwestern provinces would be glad to send their hides to British Columbia to market, and all kinds of leather goods could be manufactured to advantage in Vancouver. Of course, more or less of this kind of work is done in the custom shops of the city, but large establishments are wanted—institutions that will employ a great number of hands and give the city a reputation abroad.

Another of the staples of trade with foreign countries is flour, and the farmers about Vancouver are raising wheat enough to warrant the erection of flouring mills of large capacity. This will surely prove a profitable field for large mills operating in the foreign trade. Smaller mills will do a flourishing local business, and use buckwheat, Indian corn and miscellaneous grains for home consumption.

Among the more important of the city's industries is the Vancouver Lime Works, which, from a very small beginning in 1887, has grown to be the largest lime works in the province, having a capacity for producing one hundred and fifty barrels of lime per day. The limestone is obtained from the company's quarries on Texada island, and the product is said to be the best in the market.

Vancouver has six breweries, which, in addition to supplying the local trade, are beginning to bottle and ship their product. The city has the usual complement of manufacturers and repairers, such as carpenters, blacksmiths, tinsmiths, etc., but it is reaching out for larger enterprises and more of them. There is no other city in the country of the age of Vancouver that can show the variety and volume of manufacturing that it can. If it had been established thirty or forty years, and the region around the town were thoroughly developed, its list of manufactories would not have special significance. But it should not be forgotten that the city is the result of but three years growth, and that the country surrounding it is just beginning to yield its resources. The manufac-

tured output of Vancouver is now of great importance to the whole province, and what it will be a few years hence, at its present rate of advancement, is very gratifying to contemplate.

With its saw mills, car shops, foundries, machine shops, carriage works, planing mills, sash and door factories, furniture factory, lime kiln and smelter, Vancouver has a very satisfactory nucleus about which to build extensive and varied manufacturing interests. It is attracting capital to those interests and supporting a large portion of its population by them. It draws to the city a class of skilled artisans that gives it a substantial political, as well as industrial, existence. The success which has attended the efforts of manufacturers thus far is one of the best arguments that can be employed to induce others to locate there.

The healthy condition of its manufacturing interests is one of the most important influences that contribute to the general growth of Vancouver. The mere fact that it is an important transportation point would not necessarily secure permanent prominence, and if it were only a commercial city others would grow up with the development of the country, and might eclipse it; but having the by no means to be despised advantages of superior transportation facilities and a large commerce, the building up of extensive manufacturing industries intrenches it in the leading position it has assumed and gives it an impetus for further advancement that could not otherwise be acquired. The effect is observed in all lines of business. There is no hesitation for fear the present prosperity shall prove to be transitory, no distrust of the future. The city does not feed upon the tributary country without giving any return benefit, but it rather becomes an active agent in promoting the growth of the entire region by utilizing the forces that would otherwise remain dormant.

The manufactories of Vancouver are on both Burrard inlet and False creek, where there is ample water front and at the same time direct railway communication. The railway extends across the city and runs along both water fronts. Across the inlet is Moodyville, only three miles away, where one of the largest saw mills in the province is located. At the head of the inlet is Port Moody, another saw mill town. On the south side of False creek are choice sites that are being improved for factories. There is on every side a warm welcome for such institutions, and special inducements in various ways are offered for the investment of capital in manufacturing. Aside from the ordinary business advantages that exist, suitable bonuses of cash, free building sites, or otherwise, are volunteered by the business men.

The large area which the city already covers, and the considerable distance in many cases between residences and offices, shops or factories, render desirable facilities for conveying people between those points. This need has led to the organization of a street railway company, which has obtained a franchise on several of the principal streets and is bound to build and equip for operating this year between three and four miles, traversing the city so as to accommodate as great a number as possible. This road will be rapidly extended so as to compass the whole city. Whether it will be operated by horses, electricity or steam, is not yet determined. It is not to build through a barren suburb to assist in selling real estate, but through thickly populated districts, and it is one of the many evidences of the substantial character of the city.

An important feature of the industrial situation at Vancouver is the protection which is afforded by the Canadian tariff laws. The duties imposed on foreign importations effectually exclude the competition from older settled and better developed sections of the Pacific slope, and the cost of transportation from the east is great, so the markets of the entire province at least are at the disposal of Vancouver manufacturers, and that is no small consideration. Then the exceptionally good means for reaching all parts of the world by water and land transportation lines places an unlimited market before them. The variety and richness of tributary resources and the commanding geographical position which the city occupies add features that make this an unrivaled location for most kinds of manufacturing.

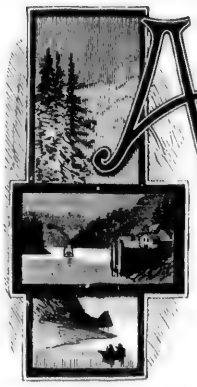
The position which Vancouver occupies, being the gateway through which western exports and imports for the whole dominion must pass, and commanding the patronage of a naturally rich province that is fast being developed, gives it extraordinary advantages. To say that it is profiting by these advantages is but to indicate that the people are intelligent and enterprising, and able to utilize the materials lying around them. More outside capital is now being invested in Vancouver, and all kinds of business are experiencing more activity, than ever before. Even in view of the almost phenomenal growth that has already occurred in that city, it is entirely safe to say the advancement this year will far exceed its past record.

The tourist, who has passed through the grand canyons and by the snowy crests and glaciers of the Rocky mountains, and has been whirled through the picturesque scenes of the Selkirk and Gold mountains and the canyons of Thompson and Fraser rivers, will find Vancouver a most delightful place in which to spend a few days to recover from the fatigue of his long journey. Splendid accommodations render a sojourn there most delightful.

KAMLOOPS,

THE

METROPOLIS OF THE INTERIOR.



AMONG the most prosperous towns of British Columbia is Kamloops, centrally located in the interior of the province, and situated at the forks of Thompson river, on the Canadian Pacific railway, two hundred and fifty miles from the coast. It is also one of the oldest towns in the province, the old Northwest Company having established a trading post there as early as 1815. At that time the post was between the two forks of the river, but subsequently it moved to the west side of the North Thompson, and about 1863 to its present location on the south side of the South Thompson, directly opposite where the other branch unites with it. At the junction of the two main branches of one of the largest tributaries of the great Fraser river, Kamloops occupied a favorable position to command the trade in furs and skins which that region afforded in the early day; and now that the country is being occupied by settlers and its resources gradually being developed, the town still retains the points of advantage that first brought it into prominence.

Kamloops now has a population of one thousand, not including Indians, of whom there are two hundred and fifty permanently camped between the forks of the Thompson, where a reservation is set aside for them. The Indian trade of that region is an item of considerable importance. The annual purchases of furs and skins by the Hudson's Bay Company at Kamloops aggregate about $20 000 00. A bridge crosses the South Thompson, furnishing a means for reaching the town with the products of the reservation and of the settlements up the North Thompson. Besides the rail communication, lines of boats ply regularly on the river above and below Kamloops, and a large traffic is carried on. As yet, the valley of the North Thompson is not sufficiently settled to warrant the operation of regular lines of steamers up that stream, though it is the larger of the two forks, and wagon roads do duty in bringing out the surplus products. Steamboats have ascended that branch a distance of one hundred and twenty-five miles, however, and with the development now being wrought in that direction there will soon be a demand for transportation that will warrant the maintenance of regular traffic lines. There is even a branch of the Canadian Pacific railway projected up the North Thompson river to the Cariboo mining district, that being the most direct route to those mines.

The South Thompson and the Shuswap lakes are navigable for steamers one hundred and fifty miles above Kamloops, to Spallumsheen. At Siccamoose, seventy-five miles above Kamloops, on Shuswap lake, the railway leaves the river and lakes, and all traffic for the country above that point depends on the boat lines, which have headquarters in Kamloops and consequently have an interest in leading trade to that center. Steamers also run down the river, below the city, through Kamloops lake, which is an enlargement of Thompson river about twenty miles long. Stage lines lead to districts in the interior, the most important ones being the Nicola valley some thirty miles to the southwest, Grand Prairie thirty-three miles southeast, the Similkameen, the Okanogan and the Osoyoos districts extending southward some two hundred miles, down to the international boundary. These districts are now chiefly known for their minerals, but some of them have considerable tracts of choice agricultural and grazing lands. The Similkameen valley, in particular, is an unusually attractive farming section, the land being fertile and the climate delightful. The Nicola valley is also a farming and stock raising region, as is Grand Prairie; but all of these bear minerals, and their mining operations are widest known. Large numbers of cattle are annually shipped out of the country, but there is pasturage for many more animals than are now raised, the lands specially adapted to sheep husbandry being almost entirely unoccupied. Throughout the region there are indications of marked activity in all lines of industry. Capital is being invested in the mines, and machinery for their development is being introduced. Settlers are locating in the eligible territory and making it productive. The mines, the ranges and the cultivable areas are feeling the influence of the tide of immigration flowing in from the east, and the trading centers are also experiencing a new growth.

While Kamloops bases much of its hope for fu-

ture greatness on the central position which it occupies with reference to a large extent of valuable country, it is not relying entirely on its surroundings to push it ahead. The town occupies a pleasant site, as well as a point of natural advantage. Previous to 1885, when the Canadian Pacific road was built through the town, communication with the outside world was quite difficult, and consequently growth was slow. The local steamboat business was somewhat interfered with, too, by the operation of the railway, and a readjustment of transportation matters was made necessary. Business has now become accustomed to the new order of things and it is advancing rapidly. What is known as the old town consists of a narrow strip between the river and the hills, which did not allow room enough for the expansion that was inevitable, so the new town was platted on a plain just east of the other. They are not distinct settlements, as the reader might infer, but are one, the only appreciable difference between the parts being that the eastern portion is of recent growth and not so thickly built up as the old streets. In the older section, however, the old, unsightly structures are being replaced with new ones, giving it a bright and enterprising appearance.

The business of the town is important, as has already been indicated. Its mercantile trade with the surrounding ranches and mining camps is a source of considerable profit. It has a large grist mill and a saw mill, that do a good business. Timber is rafted from Shuswap lake. A brick kiln is soon to be put in operation near the town.

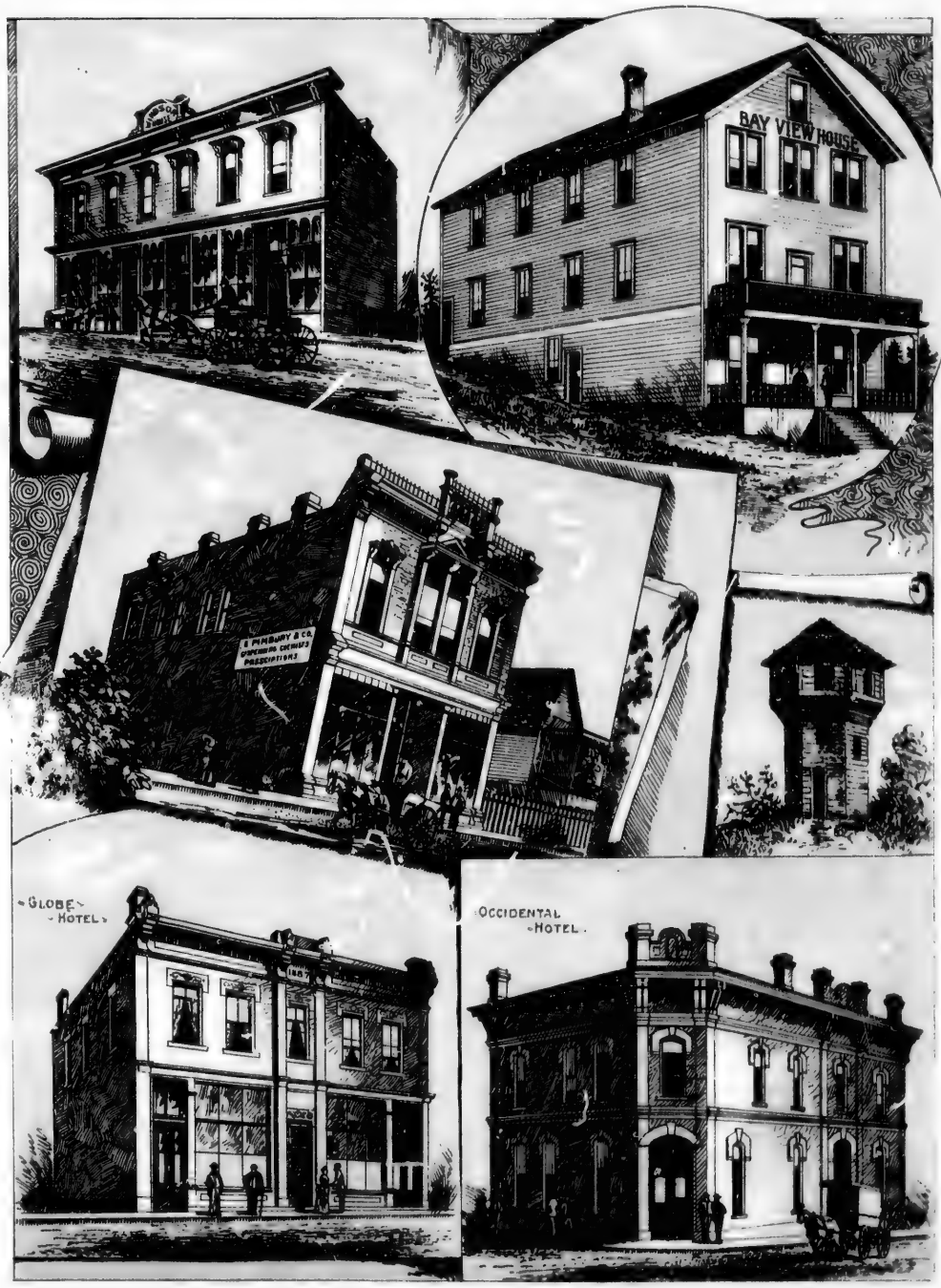
At Kamloops a good public school for girls and one for boys are maintained, and an Indian school to cost about $18,000.00 is soon to be erected. The Episcopalian, Presbyterian, Methodist and Roman Catholic congregations have neat and commodious edifices, and the last also has a convent there. The government has an Indian agency at Kamloops, and there are also a provincial jail, a public hospital, five hotels, a branch house of the Bank of British Columbia, and one of the best newspapers in the province, the *Inland Sentinel*. The town has a good water works system, and more graded streets and sidewalks than many more pretentious burgs.

In the neighborhood of Kamloops there are mineral lodes of importance, including mica, iron, copper and silver. A fine quality of red granite, and marble, and extensive coal measures also exist. The climate is dry and not very severe. In winter sleighing lasts only a week or ten days, and there are a few days when mercury goes below zero. As the principal town in the Thompson river valley, and with such a wide extent of valuable country tributary to it, Kamloops can not fail to have a most gratifying growth.

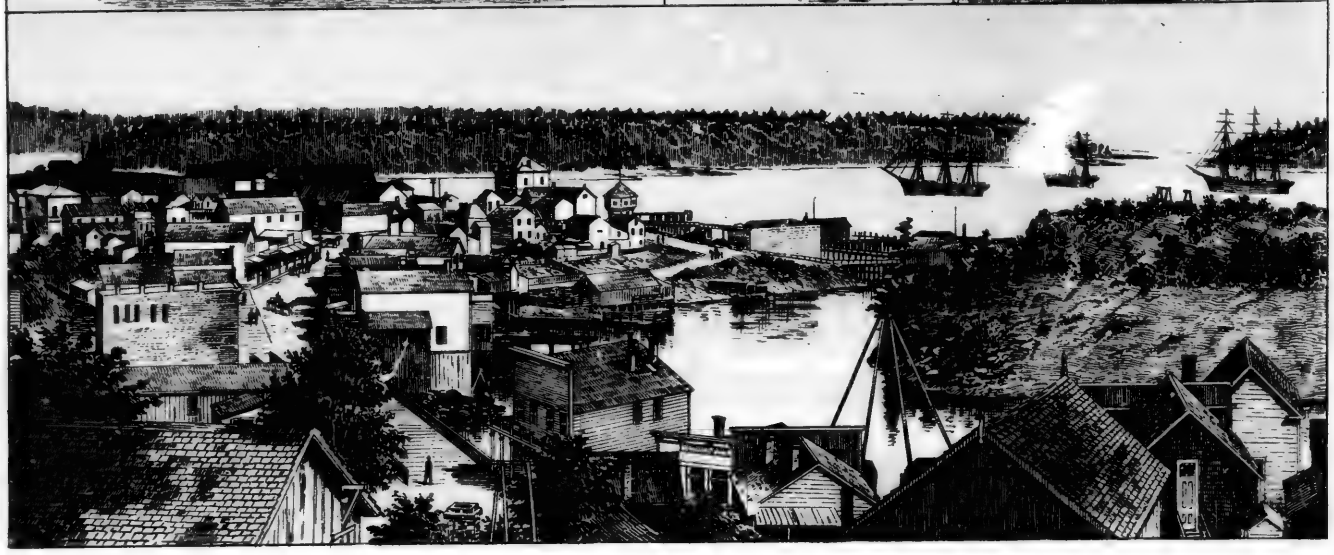
THE TOWN OF ASHCROFT.

ASHCROFT is one of the most important stations on the Pacific division of the Canadian Pacific railway, and is located on the south bank of the Thompson river, near its junction with the Bonaparte. Its great importance as a shipping point lies in the fact that it is the trading post for the Cariboo, Clinton and Lillooet districts, in the northern interior of the province, and the point where all travel to those sections leaves the railroad. Large quantities of freight are taken into those districts in trains drawn by oxen or mules. Some of the ranches are reached only by trails, all freight to them having to be transported by means of pack mules. The first post inland from Ashcroft is Cache creek, only six miles distant. Clinton is thirty-two miles in the interior, Lillooet fifty-two miles from Ashcroft, and Barkerville, which is in the heart of the Cariboo country and the chief town of that region, is two hundred and eighty-five miles from the railroad. The materials and implements for working the mines, as well as the supplies for the men employed, are taken from Ashcroft where most of the trading is done. Many millions of gold from the placers of that region have passed out to market through Ashcroft, and the express company, whose stages afford the only regular communication to that upper country, does a heavy business there.

Ashcroft has about five hundred inhabitants, many of whom are engaged in stock raising in the vicinity of the town, which has grown up since the railway was constructed through that country in 1885. Sufficient grain for home consumption is raised in the valley, and there is a large grist mill in operation at the junction of the Bonaparte and Thompson rivers, where steamboats plying up the Thompson have a landing. The British Columbia express company has its headquarters in the town, and its stages leave once each week for Barkerville and three times a week for Clinton, where connections are made for Lillooet. Three good hotels afford ample accommodation for travelers. There are a number of large mercantile establishments which have a thriving business, public school and church accommodations, and other adjuncts of a flourishing town. Besides being the trading point for the miner, there are many tracts of farming and grazing lands in the tributary valleys that are lending Ashcroft an additional stability, and as the country is fast being improved the town has prospects of even better prosperity than it has heretofore enjoyed. As the country settles up it will be the business center of a large population, for its central location by the natural routes of travel must always maintain it as the chief town of that region.


BAY VIEW HOUSE
E. MAHAFFY & CO.
DISPENSING CHEMISTS
PRESCRIPTIONS
GLOBE
HOTEL
OCCIDENTAL
HOTEL

·NANAIMO·B·C·



NANAIMO B.C

RAND BROS.,

REAL ESTATE BROKERS,

HEAD OFFICE---Vancouver, B. C. Branch Offices---New Westminster, B. C., and 107 Cannon Street, London, England.

Deal in British Columbia Securities and Real Estate in all parts of the Province.

VANCOUVER PROPERTY,
TIMBER LIMITS,
COAL LANDS, ETC.

DO NOT FORGET THE NAME,

RAND BROS., Real Estate Brokers.

A RARE CHANCE

FOR INVESTORS.

British Columbia, with its manifold resources, offers better inducements to investors than any other section of the Pacific Northwest.

VICTORIA,

The Capital and Commercial Emporium of this grand country, is the safest place to invest.

F. G. Richards, Jr.

51 YATES STREET, VICTORIA, B. C.,

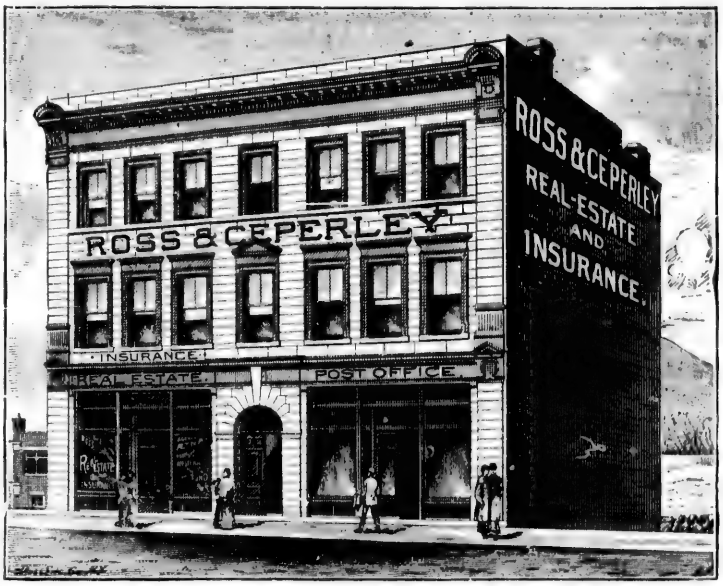
Is the Leading Real Estate and Financial Agent in Victoria. Correspondence Solicited.

Mr. Richards is also a Notary Public and Conveyancer, does a General Fire, Life and Accident Insurance Business, undertakes Surveys and prepares Maps and Plans.

ROSS & CEPERLEY,

Real Estate, Insurance and Financial Agents,

VANCOUVER, B. C.



VANCOUVER is now the acknowledged commercial metropolis of the North Pacific—the meeting place of the Occident and Orient. Her future is assured. Investments are ABSOUTELY SAFE and sure to bring good returns. NO INFLATION, NO BOOM. We have acre tracts within the city limits, not three miles from the post office, at from $150.00 to $300.00 per acre. Suburban lots 50x122 feet, at $75.00 to $100.00 each. Lots 25x120 feet, two blocks from the business center, at from $30.00 to $50.00 per front foot, and the

Choicest Business Corners on Cordova, Hastings and Granville Sts.,

At $200.00 and $300.00 per front foot. These prices tell their own story, viz.: That property is sold in Vancouver at what it is worth to-day. We have also Canadian Pacific Railway Company's property at the same price and terms as sold by the company. We make investments for non-residents carefully and conscienciously, and take pleasure in furnishing our MAPS, FOLDERS AND PRICE LISTS to all who may inquire. We represent the leading CANADIAN, AMERICAN and ENGLISH FIRE INSURANCE COMPANIES. Our large and commodious office is centrally located, next door to the post office, and we cordially invite strangers visiting our city to favor us with a call.

ROSS & CEPERLEY,

Post Office Block, VANCOUVER, B. C.

Fronting on Wharves of the California, Puget Sound and Fraser River Steamers, and Canadian Pacific and Esquimalt and Nanaimo Railways.

The Occidental,

COR. WHARF AND JOHNSON STS., VICTORIA, B. C.,

WILLIAM JENSEN, - Proprietor.

This hotel is in the very center of the business portion of the city. The traveling public will find this to be the most convenient as well as the most comfortable and respectable hotel in the city. Rates, $1.00 to $1 50 per day, according to room. Special rates by the week or month. BAR AND BILLIARD ROOM ATTACHED. Imported Edinburgh and Burton Ales always on draught.

MRS. R. MAYNARD,

Photographic Artist!!

AND DEALER IN

All Kinds of Photographic Materials.

Views of Victoria and British Columbia, also Alaska and the Carvings of the West Coast Indians, on hand in large variety and for sale at REASONABLE RATES.

DOUGLAS ST., VICTORIA, B. C.

QUEEN'S MARKET,

Government St, VICTORIA, B. C.

LAWRENCE GOODACRE,

WHOLESALE AND RETAIL

BUTCHER.

Contractor by appointment to Her Majesty's Royal Navy, the Dominion Government, Etc.

SHIPPING SUPPLIED AT LOWEST RATES.

POODLE DOG HOTEL!

Only First Class French Hotel and Restaurant in the City.

LOUIS MARBOEUF, Propr.

Yates Street, between Government and Broad, VICTORIA, B. C.

BANK OF BRITISH COLUMBIA,

Incorporated by Royal Charter, 1862.

Capital, : : $2,500,000. Surplus, : : $550,000.

WITH POWER TO INCREASE.

COURT OF DIRECTORS:

ROBERT GILLESPIE, ESQ., Chairman,
EDEN COLVILLE, ESQ., Deputy Chairman,
JAMES ANDERSON, ESQ.,
HENRY ED. RANSOM, ESQ.,
SIR CHARLES TUPPER, Bart., G. C. M. G., C. B.,
THOMAS G. GILLESPIE,
HUGH HUGHES, General Manager.

BRANCHES:

SAN FRANCISCO, CAL. PORTLAND, OREGON.

IN BRITISH COLUMBIA.

VICTORIA, VANCOUVER, NANAIMO,
NEW WESTMINSTER, KAMLOOPS.

AGENTS—*In England*, National Provincial Bank of England; North and South Wales Bank, Liverpool; Bank of Liverpool; Manchester and Liverpool District Banking Co, Limited, Manchester. *In Scotland*, British Linen Company Bank. *In Ireland*, Bank of Ireland. *In Canada, New York and Chicago*, Bank of Montreal and their agents. *In India, China, Japan, Australia and New Zealand*, Chartered Bank of India, Australia and China; English, Scottish and Australian Chartered Bank; Bank of Australasia; Commercial Banking Co., of Sydney; Hong Kong and Shanghai Bank.

☞TELEGRAPHIC TRANSFERS and REMITTANCES to and from all points can be made through this bank at current rates. COLLECTIONS carefully attended to and all descriptions of banking business transacted.

BRADEN & STAMFORD,

Gas, Steam, Hot Water and Sanitary Engineers.

SHIP WORK A SPECIALTY.

Full Lines of all Plumbing, Gas and Steam Goods Kept in Stock.

CORNER FORT AND BROAD STREETS, VICTORIA, B. C.

THE CLARENCE HOTEL.

CORNER YATES AND DOUGLAS STS.,

VICTORIA, B. C.

Fireproof Brick Building in the Center of the City.

W. C. ANDERSON, Proprietor.

This Hotel is New and Elegantly Furnished throughout, and is First Class in Every Respect.

THE CUISINE is under the personal supervision of the proprietor. The Hotel is the finest situated in town, being built on rising ground and having a most perfect system of drainage. A splendid view can be had of all the surrounding country, including the Olympian range, Mount Baker and Straits of Fuca, from every window. There is also an elevator for the use of guests, this being

The Only House in British Columbia Having an Elevator in Use.

GARESCHÉ, GREEN & CO., BANKERS,

VICTORIA, B. C.

A General Banking Business Transacted. Deposits Received and Interest Allowed. Collections Promptly Made.

☞ **Drafts issued on the principal cities in Canada and the United States and on Hong Kong; also on London, available in all parts of Europe.**

AGENTS FOR WELLS, FARGO & COMPANY'S EXPRESS.

Sole Agents for the Following

PIANOS,

Decker Bros., Knabe, J. & C. Fischer, H. Heintzman, and Eavestaff.

ORGANS,

Estey, Shoninger, Smith, Dominion, and Uxbridge.

Pianos and Organs Sold on Time, Payments to Suit Customers.

The largest importers of Brass, Reed and Stringed Instruments, etc.

SHEET MUSIC AND MUSIC BOOKS. Instruments of all kinds tuned and repaired.

M. W. WAITT & CO.,

64 Government Street, VICTORIA, B. C.

Free Coach to and From the House. A Fire Proof Safe in the House.

COLONIAL HOTEL.

Best $1.00 a Day House
in British Columbia.

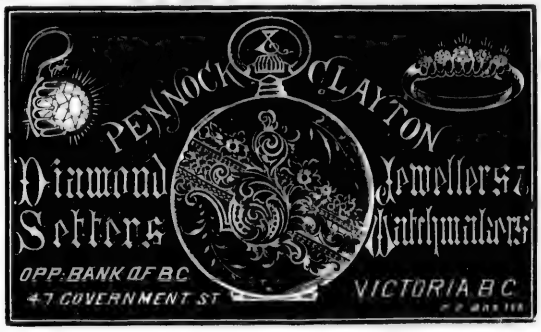
JOHNSON ST., VICTORIA, B. C.

Board and Lodging, per week	$5.00 and $6.00
Board, per week	4.00
Meals	.25
Beds	.25

The Very Best of Wines, Liquors and Cigars at the Bar.

Every reasonable thing done to make our guests feel at ease. We are human and liable to mistakes, but will remedy any seeming fault as quickly as possible. I have honest help whom you can trust, and having been thirty years in or near Victoria I am in a position to give reliable information.

THOS. TUGWELL, Proprietor.



HOLLAND & BALL,

REAL ESTATE,

Financial and Loan Brokers.

Appraise, Purchase, Sell and Lease Property, Collect Rents, Negotiate Loans and do all business pertaining to Real Estate.

Choice investments in City Property in Vancouver, B. C., and Agricultural, Grazing and Farm Lands in British Columbia. Address

HOLLAND & BALL, Real Estate Brokers,

5-90 8 44 Cordova Street, Vancouver, B. C.

BUY YOUR

Dry Goods and Men's Goods,

AT THE

ARGYLE HOUSE,

CLARENCE BLOCK,

83 DOUGLAS STREET, VICTORIA, B. C.

WM. O'REILLY & CO.

GLOBE HOTEL,

NANAIMO, B. C.

First Class in Every Particular. Headquarters for Commercial Travelers.

DONALD I. NICHOLSON & CO., Proprs.

ARTHUR BULLOCK,

THE LEADING DRY GOODS HOUSE,

VICTORIA CRESCENT, NANAIMO.

Importer of and dealer in Dry Goods, Millinery, Gents' Furnishing Goods, Hats and Caps. The best and cheapest place to make your purchases.

THE LARGEST STOCK AND THE LOWEST PRICES.

ARTHUR BULLOCK.

COAL!

The Vancouver Coal Mining & Land Co., Limited,

NANAIMO, B. C.,

The well known Nanaimo and Southfield steam, gas and house coals are mined only by this company, at their Esplanade and Southfield collieries, near the port of Nanaimo.

Ocean steamers and the largest deep sea vessels load at the company's wharves at all states of the tide and receive prompt dispatch.

E. G. PRIOR & CO.,

DIRECT IMPORTERS OF

Iron, Steel, Hardware & Agricultural Machinery.

SOLE AGENTS FOR THE CHATHAM WAGON.

CAUSES—The Best Seasoned Timber, First Class Mechanics, Finest Machinery. EFFECT—The Wagon that leads the trade wherever sold.

The Strongest and Easiest Running Wagon Made.

Adopted by the Dominion Government as the "Standard Wagon."

SOLE AGENT FOR

D. M. Osborne & Co's Harvesting Machinery. Frost & Wood's Daisy Reapers, Buckeye Mowers, Steel and Iron Plows. Chatham Mfg. Co.'s Patent Climax Truss Rod Axle Wagon. Noxon Bros'. Drill and Broadcast Seeders. S. L. Allen & Co.'s Planet Jr. Garden Drills. Watson Mfg. Co.'s Deering Steel Frame two-horse Twine Binders.

A MOST COMPLETE STOCK OF BUILDERS' HARDWARE ALWAYS ON HAND.

Send for Catalogues. VICTORIA, B. C.

A. & W. WILSON,

Importers and Dealers in all kinds of

Gas Fixtures and Plumbing Material.

Galvanized and Plain Iron Pipe and Fittings, for Steam, Gas and Water.

INDIA RUBBER HOSE.

Best Styles of Cooking and Heating Stoves, Granite and Agate Ware.

Portable Glass Shades, Paper and Tin Shades, Gas Reading Lamps, Wax Tapers and Holders, Fancy and Plain Wash Basins, Marble Slabs, Silver Plated Cocks, Bath Tubs, Etc. Bell Hanging and Tinsmithing. Gas Fitting and Plumbing carried on in all its Branches.

BROAD STREET, VICTORIA, B. C.

THE WINDSOR HOUSE.

Handsomely Furnished Suites of Rooms, Parlors and Bed Rooms.

H. DEMPSEY, Propr., Nanaimo, B. C.

SAMPLE ROOMS FOR COMMERCIAL TRAVELERS.

DONALD SMITH,
NOTARY PUBLIC, CONVEYANCER,
REAL ESTATE AND INSURANCE AGENT,
NANAIMO, - - BRITISH COLUMBIA.

E. PIMBURY. E. McG. VAN HOUTEN.

E. PIMBURY & CO.,

Dispensing Chemists and Druggists, Booksellers and Stationers.

MEDICAL HALL, COMMERCIAL ST., NANAIMO, B. C.

IMPORTERS OF ENGLISH, FRENCH AND AMERICAN DRUGS AND CHEMICALS. This, the oldest firm in the city, has established its reputation for being thoroughly reliable in compounding medicines. We do not offer to supply low-priced adulterated medicines, as they tend to prolong sickness and greatly increase the chances of non-recovery. Our charges do not exceed those of any first-class establishment within the province. We have a number of Specialties for common complaints, the sales of which are constantly increasing on the sole recommendation of those who have tried them. We have the largest assortment of Drugs, Perfumery, Patent Medicines and Druggists' Sundries, in the city.

ESTABLISHED 1875. PIONEER NEWS AGENCY.

RAPER, RAPER & CO.,

BOOKSELLERS AND STATIONERS,

VICTORIA CRESCENT, NANAIMO, B. C.

Musical Instruments, Music Books, Blank Books, General Stationery, Newspapers, Periodicals, Magazines, Fancy Goods, Toys. The only Book and Stationery Store in the city; the largest stock and most complete assortment.

AGENTS FOR:—Taylor's Safes, Dominion Organs, Decker Bros' and Fischer's Pianos, Etc., Etc.

RICHARDSON & HORNER,

IMPORTERS OF AND DEALERS IN

Staple and Fancy Dry Goods,

COMMERCIAL ST., NANAIMO, B. C.

Millinery, Mantles, Ladies' Underwear and Gents' Furnishing Goods. Dressmaking a Specialty.

M. P. GORDON,

Cabinet Maker and Undertaker.

IMPORTER AND MANUFACTURER OF

FURNITURE

OF EVERY DESCRIPTION

PICTURE FRAMING A SPECIALTY.

KAMLOOPS, B. C.

R. E. SMITH,

DEALER IN

DRY GOODS,

READY-MADE CLOTHING,

Boots, Shoes and Groceries,

ALSO

The Leading Tailoring and Gents' Furnishing Establishment of Kamloops,

ALWAYS CARRYING

A Full Line of Suitings, English, Scotch and Canadian Tweeds. Fit and Workmanship Guaranteed.

Main Street, - Kamloops.

COSMOPOLITAN,

KAMLOOPS, B. C.,

The Old Reliable and Leading Commercial Hotel, centrally situated in the business portion of the town.

A First-Class House in Every Respect.

Large and Spacious Dining Rooms. The table is furnished with the best the market affords, and every attention paid to guests. The best brands of Liquors and Cigars always on hand.

Free Sample Rooms for the Accommodation of Commercial Travelers.

First-class stabling. Headquarters of the Spallumcheen, Okanagan Mission and Nicola stage lines. Spallumcheen and Okanagan Mission stage leaves every Tuesday morning and arrives every Sunday afternoon. Nicola stage leaves every Monday morning and arrives every Friday evening.

CANNELL & RATCHFORD, Mngrs.

KAMLOOPS. SICAMOUS.

J. A. MARA,

GENERAL MERCHANDISE,

Wholesale and Retail.

R. H. LEE,

ENGINEER AND ARCHITECT,

KAMLOOPS, B. C.

Surveying of Lands and Mining Claims a specialty. Information given regarding Mining Interests in British Columbia. Correspondence Solicited.

J. E. SAUCIER,

WATCHMAKER, JEWELER & OPTICIAN,

KAMLOOPS, B. C.

All repairs guaranteed. Charges moderate. Work sent by express or registered mail promptly attended to. A fine selection of Diamonds, Watches, Jewelry, Clocks and Plated Ware, all of the best quality and at bottom prices. Electrician—telephones for sale.

THE ASHCROFT HOTEL,

BLIGH & LYNE, Proprietors.

First-Class Accommodations.

Cariboo and Lillooet stages arrive and depart from this hotel. Feed stable connected. Wines, Liquors and Cigars at the bar.

ASHCROFT, - - - - - B. C.

B. C. EXPRESS CO., Ld.,

Freight and Passenger Line of Stages Carrying Her Majesty's Mails.

ASHCROFT TO CARIBOO.

Tourists will find this line passing through a country of varied and sublime scenery. The best and cheapest means for the transportation of freight to the upper country.

S. TINGLEY, Manager, - - ASHCROFT, B. C.

NANAIMO * LAND * OFFICE.

HAWTHORNTHWAITE, POTTS & CO.

Real Estate, Commission, Insurance and Shipping Agents.

McELMEN'S BLOCK.

ESTABLISHED 1875.

VANCOUVER FURNITURE WAREHOUSE

JOHN HILBERT,

Importer of and Dealer in

House Furnishing Goods, Furniture, Etc.

AGENT FOR THE GENUINE SINGER SEWING MACHINE.

UNDERTAKING IN ALL ITS BRANCHES.

Harrison Hot Springs.

The Mineral Baths of THE HARRISON HOT SPRINGS endorsed by all the Leading Physicians in the Country.

THE BADEN BADEN OF AMERICA.

ANALYSIS

Made for Professor Selwin, Director of Geological and Natural History survey of Canada.

	Sulphur Spr.	Potash Spr.
Temperature of Spring	150 F.	120 F
Specific Gravity	1001.18 (60 F.)	1001.00 (60 F.)
Grains per Imp. gallon at 60 F.—		
Chloride of Potassium	1.722	1.414
do Sodium	31.296	28.313
do Lithium	undl.	undl.
Sulphate of Soda	33.061	28.749
do Magnesia	.147	.168
do Lime	14.840	16.729
do Strontia	undl.	undl.
Carbonate of Lime	4.847	2.562
do Iron	very small.	very small.
Alumina	trace.	trace.
Silica	4.684	4.102
	90.048	81.200

I have the honor to be, sir, your obedient servant, G. CHAS. HOFFMAN, Chemist and Mineralogist to the Survey.

The most salubrious part of British Columbia. Absolutely free from Malaria. These springs are warranted to cure Venereal, Skin, Rheumatic and similar diseases. Very beneficial to Ladies for all complaints, while they are unrivaled for the complexion.

Private Swimming, Needle and Douch Baths,

With trained nu[illegible] in charge. The Tourist's and Hunter's Paradise. The home of Game [illegible]ish. Hunting Lodges. Experienced Guides. Steam, Sail and Row Bo[illegible] for Guests. Two Hotels with first class accommodations; terms, $1.50 [illegible] $3.00 per day. Reduced rates from all Sound and Coast points. Only 60 miles from Vancouver, B. C., 5 miles from Agassiz Station, C. P. Ry., where comfortable stages meet all trains. Send for further particulars to BROWN BROS., Harrison Hot Springs, B. C. 5-89-6

Will Be Issued January, 1890.

AN ISLAND DIRECTORY

OF

Victoria and Nanaimo Cities,

ALSO

A MAINLAND DIRECTORY

OF

Vancouver and New Westminster Cities,

In Two Volumes, $1.25 Per Volume.

Containing useful Provincial and Local Information, Street Directories, Classified Business Directories and Alphabetical List of Names, etc.

R. T. WILLIAMS, Publisher,

Broad and Govt. Sts., VICTORIA, B. C.

THOMAS DRAPER, Agent and Compiler.

JAMES McINTOSH. J. A. MARA.

SHUSWAP MILLING COMPANY

AND

KAMLOOPS WATER WORKS COMPANY,

KAMLOOPS, B. C.,

Manufacturers of and Dealers in Rough and Dressed Lumber, Shingles, Etc.

We also operate a Martin Brick Machine and keep on hand Brick for sale.

KAMLOOPS WATER WORKS COMPANY,

Supplying the town of Kamloops with water pumped from the Kamloops river.

JAMES McINTOSH, - - - - - - - - - Manager.

THE GREAT TRANSCONTINENTAL ROUTE.

THE NORTHERN PACIFIC RAILROAD!

THE DIRECT ROUTE. NO DELAYS. FAST TRAINS.

Lowest rates to Chicago and all points East. Tickets sold to all prominent points throughout the East and Southeast. To Eastbound Passengers: Be careful and do not make a mistake, but be sure to take the Northern Pacific Railroad, and see that your ticket reads via St. Paul or Minneapolis, to avoid changes and serious delays occasioned by other routes. Through Emigrant Sleeping Cars are run on regular express trains full length of the line. Berths free. Low Rates. Quick time.

General Office of the Company, No. 121 First St., Portland, Or.

A. D. CHARLTON, Assistant General Passenger Agent.

Central Point, Or.

THE COMMERCIAL CENTER

OF THE GREAT

FRUIT GARDEN

OF ROGUE RIVER VALLEY.

PLAIN FACTS

FOR

INTERESTED INQUIRERS:

The Soil is adapted to the Culture of Fruit.

Apples, Peaches, Pears, Plums, Cherries, Apricots, Grapes of all kinds, Strawberries, Blackberries, Gooseberries, Etc., are all grown

In abundance, and of a quality unsurpassed in the Union for size and flavor, and are grown without irrigation. Land in from

ONE TO FORTY ACRE PLATS

On easy terms. ☞The low prices will astonish you.☜ For information in regard to property address

C. MAGRUDER, Chairman Board of Trustees,

W. A. OWEN, Dep. U. S. Revenue Collector,

WM. C. LEEVER, Fruit Grower,

CENTRAL POINT, OREGON.

VICTORIA THEATRE AND DRIARD HOTEL, VICTORIA, B. C.

THE CLARENCE, VICTORIA, B. C.

GENERAL INFORMATION,

TO THE CAPITALIST The province offers a wide field among its numerous resources of minerals, timber, fisheries, stock raising, fruit growing, farming, etc.

TO THE MINER The laws are liberal to both mining companies and individual miners. There is now much activity in gold and silver quartz mining, and several important works, with a view of extracting the precious metals, have been commenced on both mainland and Vancouver island. Coal mining is also being vigorously prosecuted.

TO THE LUMBERMAN Immense areas of magnificent timber—Douglas fir, spruce, cedar, hemlock, etc.—offer an inviting prospect. A constantly growing market is already opened up east of the Rocky mountains, while local and foreign demand is rapidly increasing.

TO THE FISHERMAN The island and mainland coasts offer great inducements, the waters being alive with many varieties of valuable food fish, as yet almost undisturbed for commercial purposes. The numerous bays and fiords afford well sheltered harbors, while the facilities for catching and curing fish are unequaled. In this valuable resource there is plenty of room for profitable investment of capital.

TO THE STOCK RAISER A great extent of good grazing land is yet available in the interior of the province east of the Cascade mountains. For mixed farming purposes this open bunch grass country generally requires irrigation.

TO FRUIT GROWERS An immense area, extending through fourteen degrees of longitude and three or four degrees of latitude, is admirably adapted to fruit raising. This will soon become a most important industry, as markets are opening up in every direction, except south.

TO THE FARMER Seeking a desirable and profitable field, British Columbia has yet much to offer him. Generally speaking, government lands are now more or less remote from present centers of population. Pre-emption and railway lands are sold for $1.00 per acre. If more than a pre-emption claim of 160 acres west of the Cascade mountains, and 320 east, is required from the provincial government, the price is $2.50 per acre; and if more than 80 acres from the Esquimalt & Nanaimo Railway Company, $3 00 per acre is charged.

TO THE MAN OF FAMILY The school system of British Columbia is most attractive and satisfactory. Not only is tuition efficient and absolutely free, but necessary school buildings are erected and incidental expenses paid by the government. Educational facilities are within reach of almost every settler in the province, as fourteen children from six to sixteen years of age are all that is required to constitute a school district. High schools are established in Victoria, New Westminster and Nanaimo. Vancouver will be the seat of a large high school in the near future. All schools are strictly non-sectarian.

TO THE TOURIST The magnificent and charming scenery through the mountains along the lines of railway, and among the innumerable islands of the Georgian archipelago, present attractions that are unsurpassed anywhere, and which are rapidly becoming famous throughout the world. The invalid, the tourist, the artist, the sportsman and alpine climber, will find all that he can desire in a country which, in the words of the Marquis of Lorne, late Governor-General of the Dominion of Canada, "possesses scenes of perfect beauty in its forest-laden coast, in its tranquil gulfs, and amid its glorious mountains."

METEOROLOGICAL OBSERVATIONS AT NEW WESTMINSTER, B. C., FOR 1888.

Latitude 49 deg. 12 min. 47 sec. N, Longitude 122 deg. 53 min. 19 sec. W. Barometer 33 feet above sea level; Thermometer 4 feet above ground.

	January.	February	March.	April.	May.	June.	July.	August.	Septem.	October.	Novem.	Decem.
Maximum barometer	30.70	30.48	30.33	30.31	30.07	29.99	30.20	30.10	30.30	30.20	30.30	30.22
Minimum barometer	29.39	29.57	29.54	29.49	29.43	29.28	29 64	29.57	29.57	29.44	29.48	29.39
Mean temperature	37 9	41.0	40.6	49.7	56.4	61.6	63.4	66 4	61.1	56.1	43.9	41.9
Above or below mean	B 4.5	A 4.6	A 0.6	A 1.5	A 4.1	A 3 3	A 0.3	A 2.3	A 4.9	A 3.5	A 3.4	A 7.4
Maximum temperature	54.0	52.0	56.0	67.0	80.0	80.0	80.0	85.0	82.0	73.0	52.0	50.5
Minimum temperature	2.0	31.0	25.0	34.0	46.0	48.0	48.0	53.0	46.0	34.0	25.0	25.0
Rainfall in inches	7.11	5.56	6.75	3.78	1.40	5.46	1.47	0.45	1.78	8.94	7.80	10.79
Above or below mean	B 0.46	B 1.32	A 0.07	A 0.60	B 1.01	A 3.04	B 0.20	B 1 58	B 1.42	A 3.33	A 0.10	A 1.81
Greatest day's fall	1.45	2.01	1.56	0.53	0.42	1.08	0.62	0 66	0.24	1.87	1.17	2.05
Days rain or snow fall	15	16	14	18	9	14	6	3	7	17	22	19
Snow in inches	19.0	14.0	1.5	S.								
Greatest day's fall	9.0	13.0	1.0									
Days snow fell	6	2	2									
Cloudy days over ¾ covered	20	24	17	18	8	16	10	12	9	21	23	18
Fair days ¼ to ¾ covered	5	5	10	12	7	10	8	8	3	6	3	6
Clear days ¼ to 0 covered	6	0	4	0	16	4	13	11	18	4	4	7

Mean temperature for year, 50 deg., being above mean 2.1 deg. Maximum temperature, 90 deg.; minimum, 2 deg. Rainfall, 61 29 inches; above mean, 2.80. Days rain fell 160; above mean, 9. Snowfall, 34 5 inches. Days snow fell, 11. Cloudy days, 196; fair days, 83; clear days, 87. January 3rd, ice, navigation closed; 8th, skating on river; 13th, sleighing; 12th, first blizzard known here; thermometer fell from 40 deg. to 2 deg. in 11 hours; 13th, highest barometer known here, 30.70; 24th, river opened. February, only two frosts, 6th and 14th. March 4th, robins; 18th, frogs; 20th, swallows. April, river rising fast; 27th, white frost. May, aurora 7th and 20th. June 17th, highest water. July 4th, freshet over. October 11th first snow on mountains. November 22nd, anthelia. December 3rd, blowflies; 4th, worms in rain gauge; 30th ice up river; steamer returned.

A. PEELE, Capt. Canada Meteorological Service.

WAGES IN BRITISH COLUMBIA.

Stonecutters, stonemasons and bricklayers	$ 4.00 to $ 5.00	per day.	Butchers (cutters)	$75.00 to 100.00	per mo.
Their laborers	1.75 to 2.00	"	Slaughterers	75.00	"
Plasterers	4.00 to 4.50	"	Cigar makers	2.50 to 4.00	per day.
Carpenters and joiners	2.50 to 3 50	"	Boys, as strippers, etc	2.00 to 5.00	per wk.
Ship carpenters and caulkers	4.00 to 5.00	"	Printers	45 and 50 cts.	per 1000 ems.
Cabinet makers and upholsterers	3.00	"	Wagon makers	3 50 to 4.00	per day.
Painters	3.50 to 4.00	"	Tinsmiths, plumbers and gasfitters	3.50 to 4.00	"
Shoemakers	2.00 to 3.00	"	Machinists, moulders, pattern and boiler makers and blacksmiths	4.00 to 4.50	"
Tailors	2 50 to 3.00	"			
Tailoresses	1 00 to 1.50	"	Longshoremen	50 cts.	an hour.
Bakers (with board and lodging)	65.00	per mo.	Female domestic servants	15.00 to 25.00	per mo.

More detailed information can be obtained on application to Mr. John Jessop, Dominion Immigration Agent, Victoria, B. C.; to Mr. John Sprott, Provincial Immigration Agent, New Westminster, B. C.; to Mr. M. Sutherland, Dominion Immigration Agent, Vancouver, B. C., or to Mr. H. C. Beeton, Agent-General for the Province, 33 Finsbury Circus, London, England.

Gaylord Bros.
Makers
Syracuse, N. Y.
PAT. JAN. 21, 1908